

Annual Report

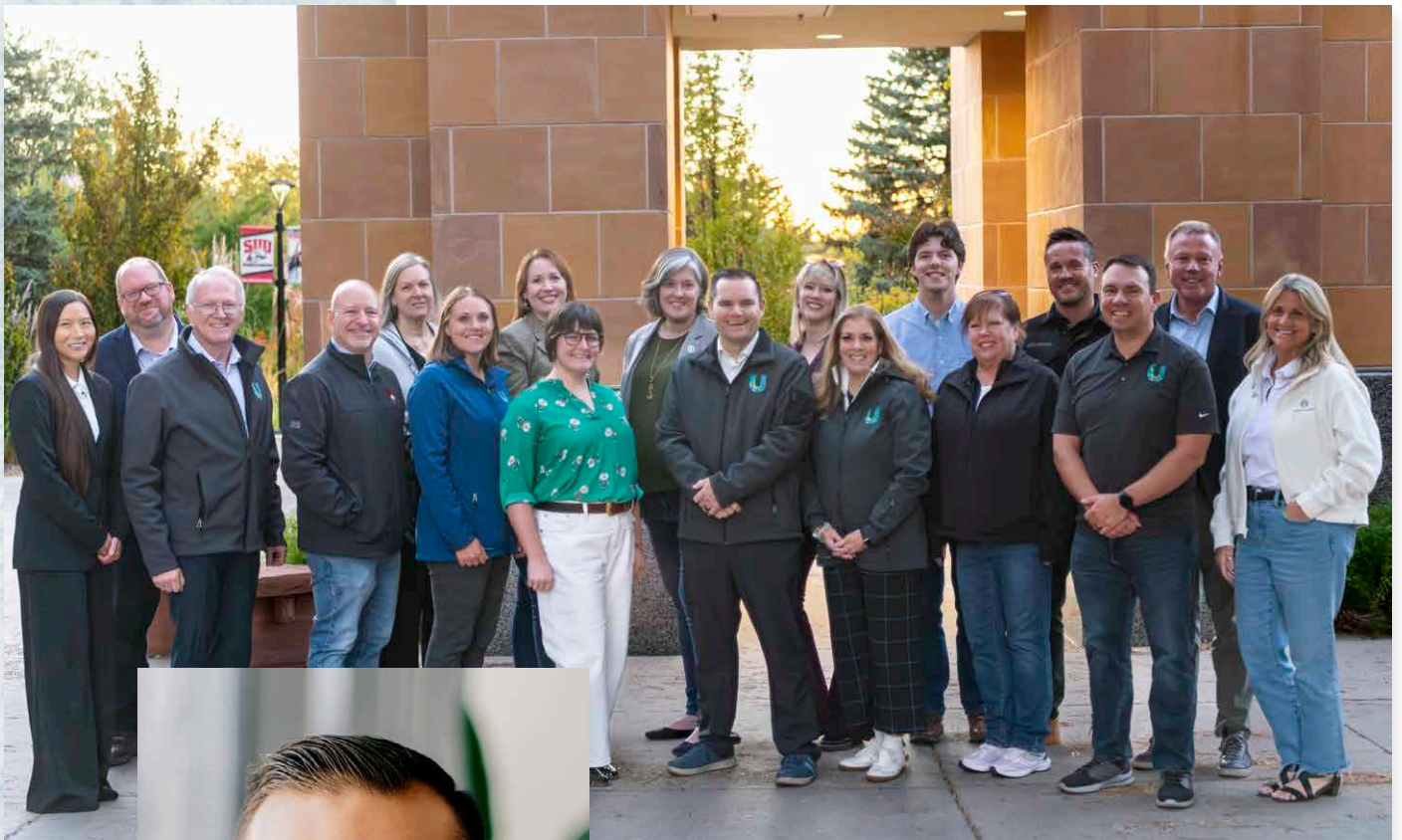
2025

Moving Utah Forward



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“We’re not just building infrastructure—we’re redefining how Utah connects to the world, with cleaner air, stronger communities, and smarter logistics at every turn.”

– Ben Hart,
UIPA, Executive Director

”

Letter from our Executive Director

This year marked a defining chapter for the Utah Inland Port Authority. Across the state, we advanced a vision that connects Utah's economy to the world—through cleaner transportation, modern infrastructure, and strategic investment.

In Salt Lake City, BNSF Railway's new intermodal facility, developed in partnership with Patriot Rail and UIPA, brought a second Class I carrier into the market for the first time in decades. This milestone expands freight capacity, enhances competition, and strengthens supply chain resilience across the West.

Alongside Union Pacific's network and the Savage Tooele Railroad, Utah now moves more goods by rail than ever before—reducing costs, congestion, and emissions.

Our air cargo strategy also advanced through close coordination with the Salt Lake City International Airport, improving global market access for Utah's exporters. The Clean Ports Program, a major collaboration with the EPA and the Utah Division of Air Quality, is funding zero-emission trucks, switchers, and charging infrastructure to further improve air quality and freight efficiency.

Beyond logistics, UIPA continues to invest in strategic sites and business incentives that fuel long-term growth. This year, we purchased the former North Temple Landfill, a 770-acre site on Salt Lake City's west side that sat dormant for decades.

Through the creation of a remediation project area, we're transforming one of Utah's most challenging properties into a future hub for advanced manufacturing and sustainable industry—turning a legacy landfill into an economic and environmental asset.

Our incentive and infrastructure programs also continued to make an impact. From Nucor Towers & Structures in Brigham City to Unitech Manufacturing in Beaver County, UIPA's property-tax differentials and Authority Infrastructure Bank loans are driving job creation, expanding rural economies, and building the backbone that connects communities statewide.

As we look ahead, our focus remains clear:

Collaboration: Ensuring every region of Utah shares in the benefits of meaningful growth.

Integration: Linking rail, road, and air systems into a unified logistics network.

Innovation: Deploying clean, zero-emission freight technologies.

The progress made in 2025 proves that with the right partnerships, Utah can grow responsibly—strengthening our economy while protecting the land, air, and communities that define us.

Together, we're building a logistics system worthy of Utah's future.

Sincerely,



Ben Hart
Executive Director, Utah Inland Port Authority

About

The Utah Inland Port Authority was created to pioneer and implement strategic and sustainable logistics-backed economic solutions that enhance the lives of Utahns, and establish Utah as a global industry connector.

We are the leading creator of future-focused economic development, transforming economies and communities across the state through innovative logistics practices.

Mission

We maximize long-term economic benefits in Utah by developing and optimizing economic project areas and logistics-based infrastructure.

Vision

We move Utah forward. We aspire to transform Utah through multi-generational, logistics-based, economic solutions.



Collaboration

WE ARE approachable connectors and enthusiastic partners, working jointly with communities, leaders, and businesses to build connections and facilitate measurable growth in the local economy and industry at large.



Accountability

WE ARE honest and reliable stewards, who approach our work with transparency and intentionally exercise responsibility on all levels (civic, environmental, fiscal). We maintain a high say-to-do ratio.



Sustainability

WE ARE drivers of sustainable outcomes, both environmental and economic, as we modernize development to safeguard Utah's natural beauty. Our risk-reducing strategies improve the overall quality of life for Utahns by enhancing community livability.



Respect

WE ARE equitable professionals and eager listeners, who treat everyone with fairness and impartiality. We seek and heed the opinions of all parties, and create the right solution based on the unique needs of the region and community.



Innovation

WE ARE action-oriented thought-leaders who will bring a measure of economic resilience to Utah and empower local and statewide growth. We stay on the forefront and make it happen—our “boots on the ground” mentality and productivity will enable the kind of future-focused logistics infrastructure that will transform Utah.

Strategic Business Plan

In the summer 2024, the Utah Inland Port Authority (UIPA) Board approved a new five-year strategic business plan focused on boosting Utah's economy through enhanced logistics infrastructure, regional growth, and sustainable practices.

The plan targets strategic recruitment in industries like clean energy, advanced manufacturing, and biotechnology, with efforts centered on expanding road, rail, and air cargo to streamline supply chains and drive growth.

Environmental integrity remains a core focus, with a standardized review process to identify impacts and integrate sustainable measures. Key 2024 achievements include wetland restoration and emissions reduction.

Transparency and community engagement are emphasized, with regular public meetings and advisory panels supporting collaboration. Looking ahead, UIPA aims to expand intermodal capabilities, optimize air cargo operations, and strengthen partnerships, positioning Utah as a leading inland logistics hub.

Four Core Objectives



Support Regional Economies:

Our primary goal is to foster regional growth and enhance the well-being of communities across Utah, especially in underserved rural areas. We plan to achieve this by implementing strategic recruitment and promoting sustainable practices. Our efforts include attracting businesses that align with regional economic needs and supporting infrastructure that supports industry



Enhance Logistics Efficiency:

By optimizing air cargo operations and improving Utah's rail systems, UIPA intends to elevate the efficiency and connectivity of our transportation infrastructure. Establishing strategic alliances with major transport entities, including coastal ports, will position Utah as a key inland hub for global trade.



Safeguard Environmental Integrity:

UIPA is committed to proactive environmental stewardship. Through comprehensive environmental reviews and ongoing community engagement, we aim to identify potential impacts early and integrate sustainable practices into every project, ensuring developments exceed environmental and community expectations.



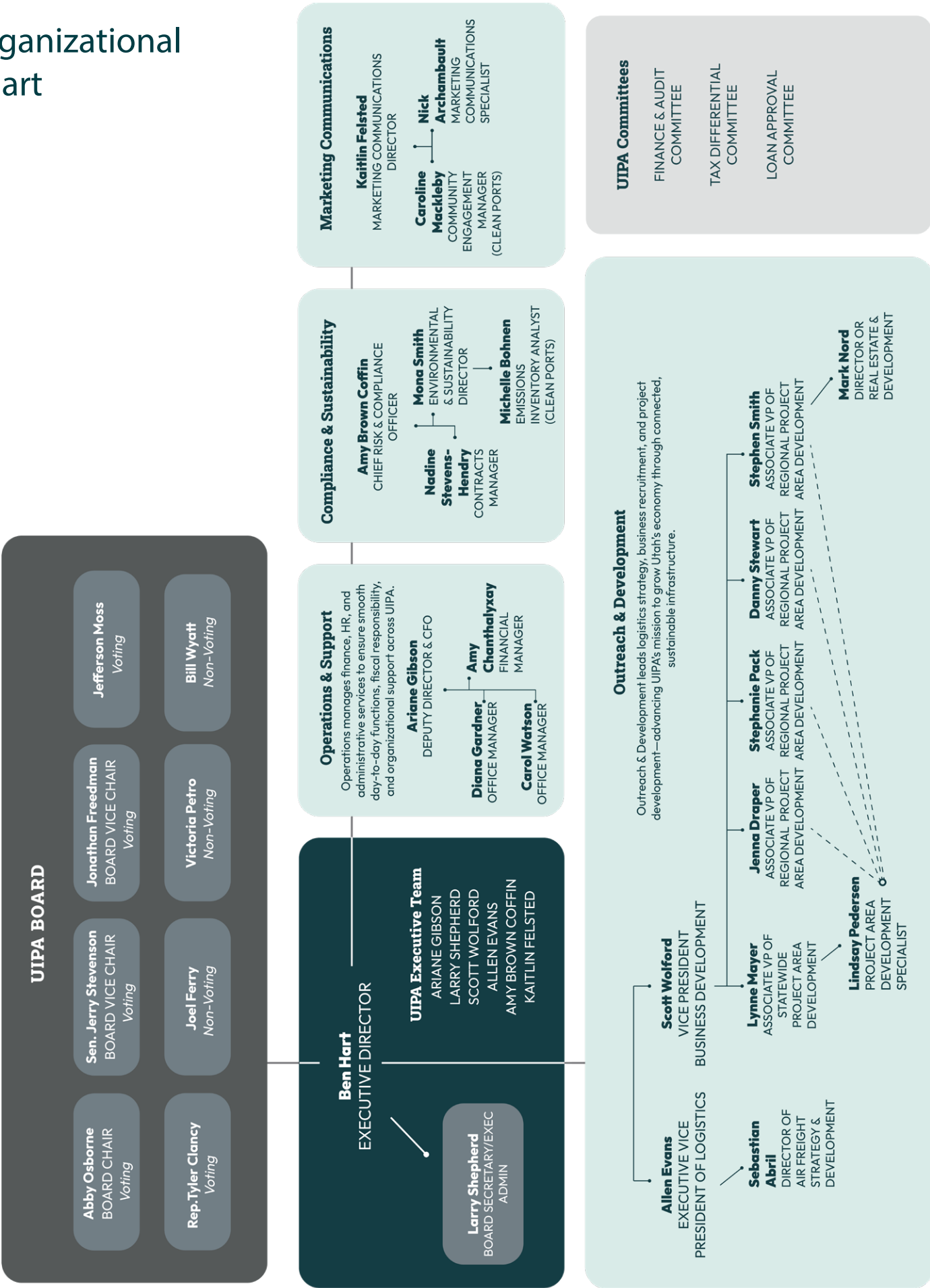
Uphold Transparency & Compliance:

Transparency and ethical governance are fundamental to our operations. UIPA strives to ensure that all our activities are conducted openly, with community involvement and easy access to information, fostering public trust and accountability.



Learn more about
our business plan

Organizational Chart



Our Board

The Utah Inland Port Authority is governed by a Board of Directors consisting of five voting members and three non-voting members representing various governmental entities and industry expertise. The UIPA Board of Directors meets regularly to help set policies, monitor progress, and approve potential projects.

Per H.B. 443, two UIPA board members are appointed by the Governor of Utah, one by the Utah House of Representatives, one by the Utah Senate, and one jointly appointed by the House and Senate.

Voting Board Members:



Abby Osborne, Board Chair
Utah House of Representatives
Chief of Staff



Jefferson Moss
Governor's Office of Economic Opportunity
Executive Director



Jerry Stevenson, Board Vice-Chair
Utah Senate
District 21



Tyler Clancy
Utah House
District 60



Jonathan Freedman, Board Vice-Chair
World Trade Center Utah
CEO



Victoria Petro-Eschler
Salt Lake City Council
District 1



Bill Wyatt
Salt Lake City Department of Airports
Executive Director



Joel Ferry
Department of Natural Resources
Executive Director

Non-voting Board Members:



Logistics

Executive Summary

The Utah Inland Port Authority has been focused on implementing against the three pillars of the Northwest Quadrant and Statewide Logistics Strategy. Adopted by the UIPA board in 2024, the three pillars are to: 1) develop enhanced rail access to Utah and the Salt Lake City market, 2) improve connectivity to coastal ports and global maritime trade networks, and 3) establish Salt Lake City International Airport as an air cargo gateway. These efforts are transforming Utah into a national logistics hub with greater global reach, competitive shipping options, and future-ready infrastructure.

Logistics Highlights

Enhancing Rail Access & Intermodal Competition

UIPA significantly expanded rail access through major rail infrastructure projects across Salt Lake, Iron, and Tooele counties, greatly enhancing industrial connectivity. Intermodal competition was introduced to the state through a partnership between BNSF Railway, Patriot Rail and UIPA launching the state's second intermodal facility intended to boost market access and reduce shipping costs. Securing Union Pacific Focus Site designations sought to streamline development and attract investment into rural areas of the state. Additionally, air quality improvements were achieved through the introduction of low-emission rail switchers and the launch of the Third Rail Electrification Test Track aimed at modernizing Utah's rail network and reducing emissions along key freight corridors.

Strengthening Global Trade & Port Connectivity

UIPA expanded global trade capacity and access through a partnership with BNSF Railway and Patriot Rail. This attracted new ocean carriers into the market to spur competition aimed at increasing options for Utah manufacturers and lowering shipping costs. A formal agreement with the Port of Long Beach and collaboration with the Northwest Seaport Alliance sought to improve access to international markets.

Establishing Salt Lake City International Airport as an Air Cargo Gateway

UIPA worked to position Salt Lake City International Airport (SLC) as a key air cargo gateway by partnering with Delta Airlines to launch the state's first direct cargo route to Asia (SLC-ICN) and expanding cargo service to South America. Investments in advanced air cargo handling facilities, relocation of Delta Air Cargo into a state-of-the-art facility, and funding for common use ground service equipment increased capacity and positioned Utah to attract global air cargo carriers to serve Utah businesses, the regional market and the western United States.

Strategic Impact

Collectively, these projects, partnerships and investments aimed to accelerate access to global markets for Utah businesses and lower shipping costs. It created future-ready freight infrastructure and strengthened Utah's long-term economic competitiveness in both national and international trade.

2025 UIPA Logistics Accomplishments

The following is a detailed description of some of the UIPA Logistics Accomplishments delivered against the Northwest Quadrant and Statewide Logistics Strategy.

1) DEVELOP ENHANCED RAIL ACCESS

Expanded Intermodal Service:

- **Salt Lake County (BNSF Intermodal Terminal):** UIPA partnered with BNSF Railway and Patriot Rail to expand intermodal service from a second class 1 railroad into Utah for the first time. This is aimed at expanding market access for Utah and regional shippers, while lowering shipping.

Expanded Rail-Served Development:

- **Iron County (RailSync Industrial Park):** Created additional rail access and a new transload facility as part of a major industrial park development, delivered through a partnership with BZI Steel. Financing was provided by an Authority Infrastructure Bank loan and tax increment financing.
- **Salt Lake County (Copper Crossing Industrial Park):** Expanded rail access to a rail-served industrial park by leasing an existing rail line, constructing a track extension, and securing a Track Operating Agreement in partnership with Riverbend, Stadler Rail, and Patriot Rail. This was facilitated through a tax increment incentive.
- **Tooele County (Savage Tooele Railroad):** Advanced a new 11-mile rail line to increase industrial access and drive economic growth. This was completed in partnership with Savage and funded through an Authority Infrastructure Bank loan.

Increased Transload Capability:

- **Iron County (Savage Transload Facility):** Facilitated additional transload capacity through a new facility west of Cedar City. This was completed in partnership with Savage and funded through an Authority Infrastructure Bank loan.



UIPA Partnered with Delta Airlines to launch Utah's first direct air cargo route to Asia (SLC-ICN), reducing transit times for international shipments and enabling connections across most of Asia. This was facilitated through community and cargo marketing incentives.

Infrastructure Innovation:

- **Salt Lake County (Stadler Test Track):** Delivered a track for testing third rail electrification of trains in partnership with Stadler Rail, leveraging a tax increment incentive to support innovation in rail technology.

Laydown Yard Expansion:

- **Salt Lake County (Patriot Lay Down Yard):** Added two new rail spurs at 5 South in Salt Lake City to create a dedicated laydown yard in partnership with Patriot Rail. This was facilitated through a tax increment investment.

Secured New Union Pacific Focus Site Designations:

- **Tooele County UP Focus Site:** Obtained Union Pacific Focus Site status for a strategic location aimed at streamlining site development and accelerating economic development.
- **Iron County UP Focus Site:** Obtained Union Pacific Focus Site status for a strategic location aimed at streamlining site development and accelerating economic development.

Improved Air Quality:

- **Wasatch Front:** Partnered with railroads to replace local high-emission rail switchers with low-emission units, directly supporting air quality improvement.

2) IMPROVE CONNECTIVITY TO COASTAL PORTS AND GLOBAL TRADE NETWORKS

Expanded Ocean Carrier Access:

- Partnered with BNSF Railway and Patriot Rail to allow multiple ocean carriers to begin servicing Utah. This increased shipping options and expanded capacity aiming to lower costs for Utah shippers

Port Partnerships:

- **Port of Long Beach MOU:** Established a formal MOU to strengthen coordination and collaboration with the Port of Long Beach.
- **Northwest Seaport Alliance Relationship (NWSA):** Built a strategic relationship with the NWSA to explore expanded shipping options for Utah shippers.

3) ESTABLISH SALT LAKE CITY INTERNATIONAL AIRPORT AS AN AIR CARGO GATEWAY

New Air Cargo Lanes:

- **Asia:** Partnered with Delta Airlines to launch Utah's first direct air cargo route to Asia (SLC-ICN), reducing transit times for international shipments and enabling connections across most of Asia. This was facilitated through community and cargo marketing incentives.
- **South America:** Supported development of direct air cargo service to Lima, Peru, linking Utah with major South American markets.

Advanced Air Cargo Capabilities:

- **Delta Air Cargo Facility:** Accelerated development of advanced air cargo handling capabilities in partnership with Delta Air Cargo and Salt Lake City International Airport. This involved the relocation of Delta Air Cargo into a new state-of-the-art facility and was financed through a UIPA tax increment loan to support global trade expansion.
- **Ground Service Equipment Funding:** Provided common use ground service equipment funding to Salt Lake City International Airport to attract additional air cargo carriers.
- **Neutral Third-Party Air Cargo Handling Service:** Partnered with Salt Lake City International Airport to identify a third-party developer to expand cargo handling capacity for future growth.

Summary

In 2025, the Utah Inland Port Authority advanced the Northwest Quadrant and Statewide Logistics Strategy by expanding rail access, increasing intermodal competition, and strengthening connections to global trade networks. Investments improved freight capacity aimed at lowering shipping costs, and enhanced air quality across key corridors.

Partnerships with coastal ports and international ocean carriers increased shipping options for exporters and importers, while Salt Lake City International Airport



BNSF Railway, one of North America's leading freight transportation providers, in partnership with Patriot Rail and the Utah Inland Port Authority (UIPA), announced the official opening of the Class I railroad's new intermodal facility in Salt Lake City on July 31, 2025.

expanded air cargo routes and handling capacity—positioning Utah as a competitive logistics hub with faster, more cost-effective access to global markets.

These UIPA logistics accomplishments enhanced the state's competitive advantage to attract advanced manufacturers, bolstered the economy and created jobs which will deliver ongoing economic prosperity to Utah and its residents.



Allen Evans

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Learn more about
the project area

Project Areas

A project area is a hub for collaboration, innovation, and growth designed to facilitate global connectivity and streamline business operations. It offers a platform for communities, leaders, and businesses to build connections, providing simplified processes for exporting goods and tapping into wider customer bases.

Project areas offer innovative infrastructure solutions that enhance supply chain efficiency, yielding cost savings, reducing transit times, and potentially increasing profitability. It supports businesses with customized solutions tailored to their unique needs, ensuring that being part of this ecosystem allows for staying ahead in industry trends and maintaining a competitive edge.

Since the launch of the Northwest Quadrant in 2022—the first UIPA project area—our statewide recruitment metrics have steadily grown. Additional project areas came online beginning in April 2023, expanding our geographic and economic reach.

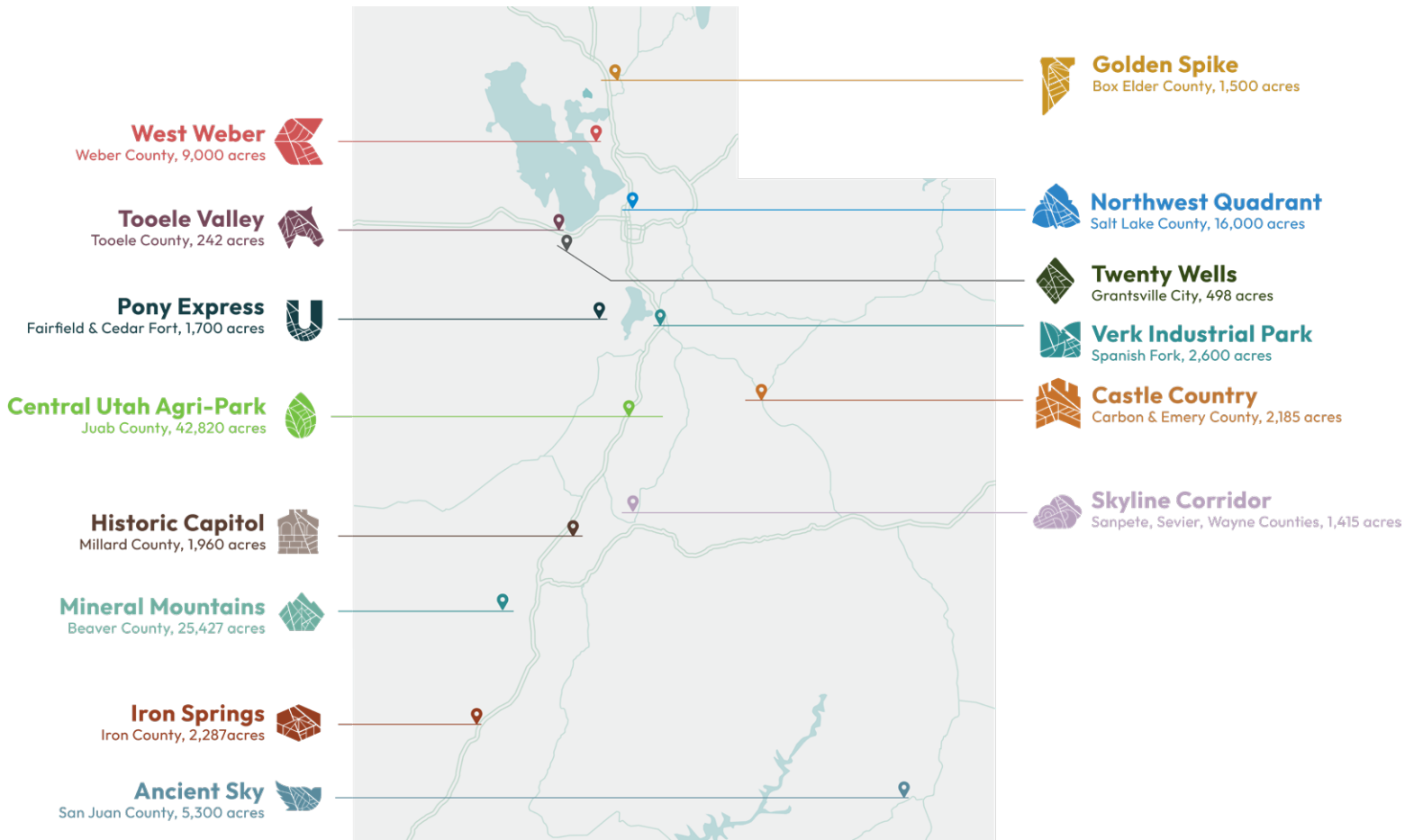
Each UIPA project area is a collaborative initiative with local governments, designed to drive economic growth, support logistics infrastructure, and foster innovation by connecting businesses to critical resources.

Current Project Areas include:

- *Northwest Quadrant, also known as the jurisdictional land located in the northwest corner of Salt Lake County*
- *Ancient Sky in San Juan County and Blanding City*
- *Castle Country in Emery and Carbon Counties, and Green River City*
- *Central Utah Agri-Park in Juab County*
- *Golden Spike in Brigham City, Garland, and Tremonton Cities, and Box Elder County*
- *Historic Capitol in Fillmore City*
- *Iron Springs in Iron County*
- *Mineral Mountains in Beaver City, Milford, and Beaver County*
- *Pony Express in Fairfield and Cedar Fort Cities*
- *Skyline Corridor in Ephraim, Manti, Gunnison, Salina, Richfield Cities, and Wayne County*
- *Tooele Valley in Tooele County*
- *Twenty Wells in Grantsville City*
- *Verk Industrial Park in Spanish Fork City*
- *West Weber Project Area in Weber County*

UIPA's impact is especially strong in rural areas, where we support communities not just through incentives, but by providing the infrastructure, tools, and connections needed to succeed. These efforts promote job creation and long-term economic resilience.

PROJECT AREAS MAP:



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Learn more about
project areas





ANCIENT SKY

The Ancient Sky Project Area spans more than 5,300 acres across San Juan County, including strategic sites near Blanding, Monticello, and Spanish Valley.

Designed to strengthen southeastern Utah's economy, the project focuses on expanding infrastructure, creating high-wage jobs, and improving industry access to new markets.

The Ancient Sky Project Area encompasses a strategically designated region intended to support rural-focused economic development while preserving the area's unique heritage and character.

San Juan County currently relies heavily on trucking as its primary mode of freight movement, with limited rail access. To address this, UIPA is collaborating with regional and state partners to explore multimodal solutions, including potential rail connections that could expand the region's logistics capacity.

The area is home to strong energy infrastructure and is well positioned for growth in clean energy, agritech, light manufacturing, and logistics—industries that align with Utah's broader goals for sustainable economic development.

Key objectives of the project include expanding local infrastructure, improving transportation and utility systems, and attracting sustainable businesses and high-quality employment opportunities.

By facilitating investment and innovation, the Ancient Sky Project Area aims to enhance resources and services for residents, generate long-term prosperity, and encourage population growth in underserved communities—all while maintaining a strong commitment to cultural and environmental stewardship.

Milestones:

- **Resolutions:** A resolution to create a UIPA project area was passed by San Juan County on November 21, 2023. Resolutions followed from Blanding City on February 25, 2025 and Monticello City on March 25, 2025.
- **Initial Presentation:** The initial presentation of the Ancient Sky Project Area was presented to the UIPA board on March 24, 2025.
- **Board Approval:** The Ancient Sky Project Area was approved and created by the UIPA board on April 30, 2025.

Key Successes in the Past Year:

Since the establishment of the Ancient Sky Project Area, efforts have focused on supporting local businesses with expansion plans and developers preparing to locate within the region. Energy Fuels, near Blanding City, is expanding operations and requires a natural gas pipeline, which will

also provide Blanding residents and businesses with an alternative to propane or heating fuel. Several potash mining operations are either expanding or initiating new projects, alongside other mining and natural resource enterprises. Additionally, high-end resorts are planning



The Ancient Sky Project Area was approved and created by the UIPA board on April 30, 2025.

development aimed at creating desirable tourism employment opportunities.

There remains a significant need for both infrastructure and housing within the municipalities and on tribal lands. UIPA continues to collaborate with local Native American

tribes to support their economic development objectives while ensuring the preservation of San Juan County's rich cultural heritage.

Businesses in project area

- Energy Fuels
- Sage Potash
- Lisbon Mine

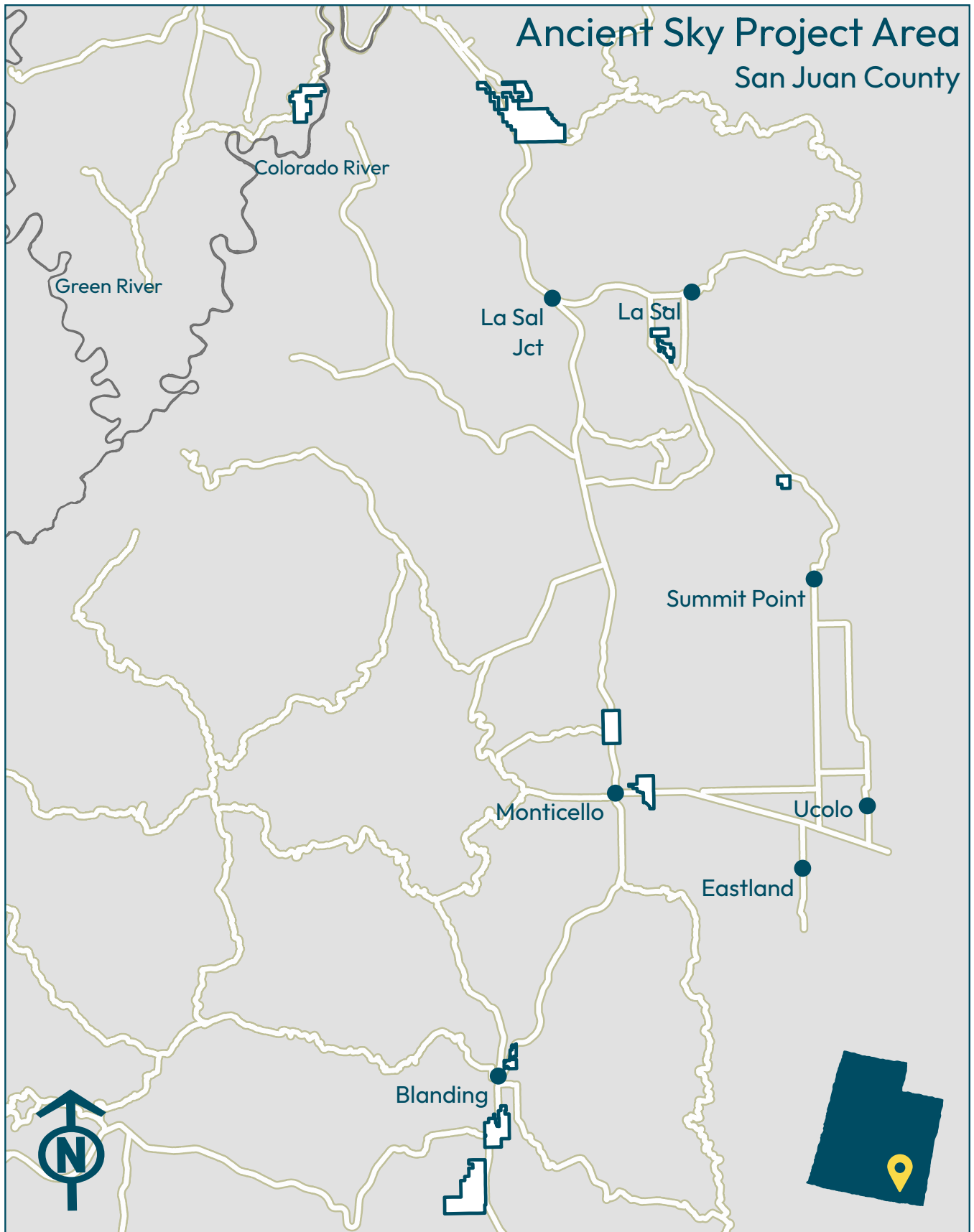


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Learn more about
project areas







CASTLE COUNTRY

The Castle Country Project Area spans 2,185 acres across Carbon and Emery Counties, primarily centered around Price, Wellington, and Green River Cities. This area consists of ready-to-develop sites located near key transportation routes, including Interstate 70 and US 6, which connect the Wasatch Front to the Colorado Front Range.

Rail infrastructure is abundant due to the long history of mineral extraction in the region. However, the overbuilt infrastructure, a legacy of the coal industry, presents both opportunities and challenges for development.

To address this, Carbon and Emery Counties are working with the Utah Inland Port Authority to leverage existing

infrastructure to attract new businesses, create high-paying jobs, and boost the local economy.

The majority of this project area is made up of undeveloped greenfield sites, making it ideal for new growth and development. These communities are eager to attract new industries to generate high-paying jobs and stimulate population growth.

A significant portion of households in the region currently live below the poverty line, so raising the median household income and creating strong career opportunities for both current and future residents are key priorities for local leaders and the Inland Port.

Milestones:

- **Resolutions:** Carbon County approved a resolution on September 6, 2023, followed by Emery County on March 5, 2024, and Green River City on April 9, 2024. These resolutions authorized the Utah Inland Port Authority to investigate the potential for establishing a project area in the region.
- **Initial Presentation:** On May 20, 2024, during a public board meeting, the Castle Country Project Area was presented to the board for the first time.
- **Board Approval:** On June 24, 2024, during a public board meeting held in Price, the UIPA board approved the creation of the Castle Country project area and adopted the Castle Country project area plan.
- **Amendment 1:** On January 6, 2025, the UIPA Board approved the first amendment to the Castle Country Project Area.

Key Successes in the Past Year:

Castle Country has experienced significant progress this year, marked by key developments across Carbon County, Green River City, and Emery County. Investment and infrastructure improvements are driving economic growth,

attracting new businesses, and positioning the region as a hub for industrial and energy-related activities.



On January 6, 2025 the UIPA Board approved the first amendment to the Castle Country Project Area.

UIPA continues to provide strategic support to ensure that growth benefits local communities through increased economic opportunities and improved quality of life.

Carbon County has seen significant interest generated in the Ridge Road property. Savage has announced plans to construct a new crude-by-rail transload facility at this location. The facility is designed to load yellow and wax crude from the Uintah Basin into insulated rail cars via two rail loops, enabling efficient delivery to end-market destinations.

Green River City was awarded a RAISE grant to support the design and engineering of road infrastructure in the west side industrial park. Several companies have indicated intent to establish operations in the area, although formal announcements have not yet been made. With its available water capacity and rail accessibility, Green River continues to attract considerable attention from site selectors and prospective businesses.

UIPA remains a committed partner, supporting Green River in managing anticipated growth and ensuring that residents experience both enhanced quality of life and expanded economic benefits.

Emery County has advanced two transformative projects this year. Parcels were triggered for the Fossil Rock

Mine, an initiative projected to generate \$500 million in investment and create approximately 1,100 jobs. Differential revenue from this project will be applied to road construction and other infrastructure, equipping the county to manage the resulting growth effectively.

Additionally, Emery County has been selected as the location for a new nuclear reactor developed by Valar Atomics. Scheduled for completion by July 4, 2026, the reactor will be located at the San Rafael Energy Research Center near Orangeville.

This development represents a significant milestone for Utah's energy sector and highlights rural Utah's role in advancing innovative technology and energy solutions.

Ongoing research at the San Rafael Energy Research Center continues to generate technologies with potential applications for Operation Gigawatt.

Businesses in project area

- Savage
- San Rafael Energy Research Center
- Fossil Rock Mine
- Valar Atomics

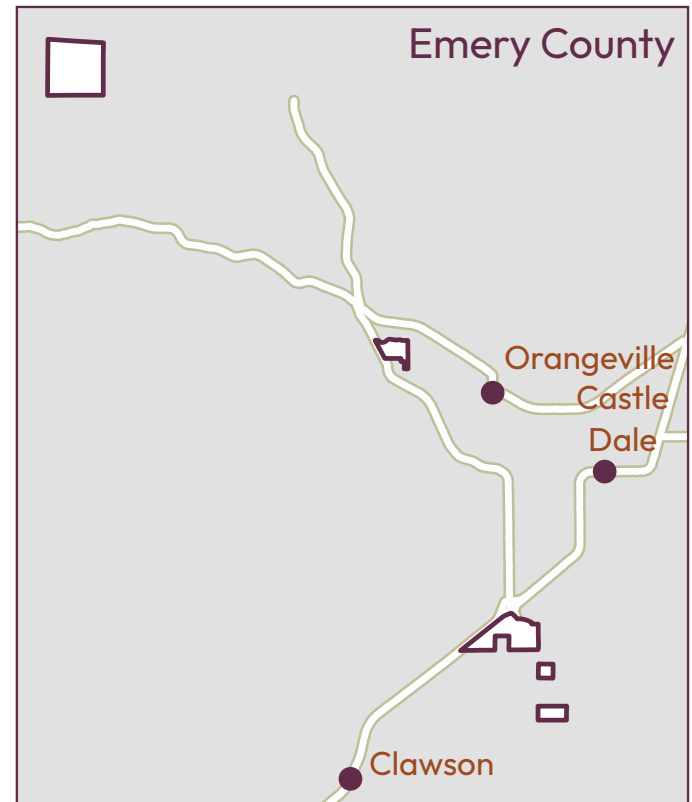
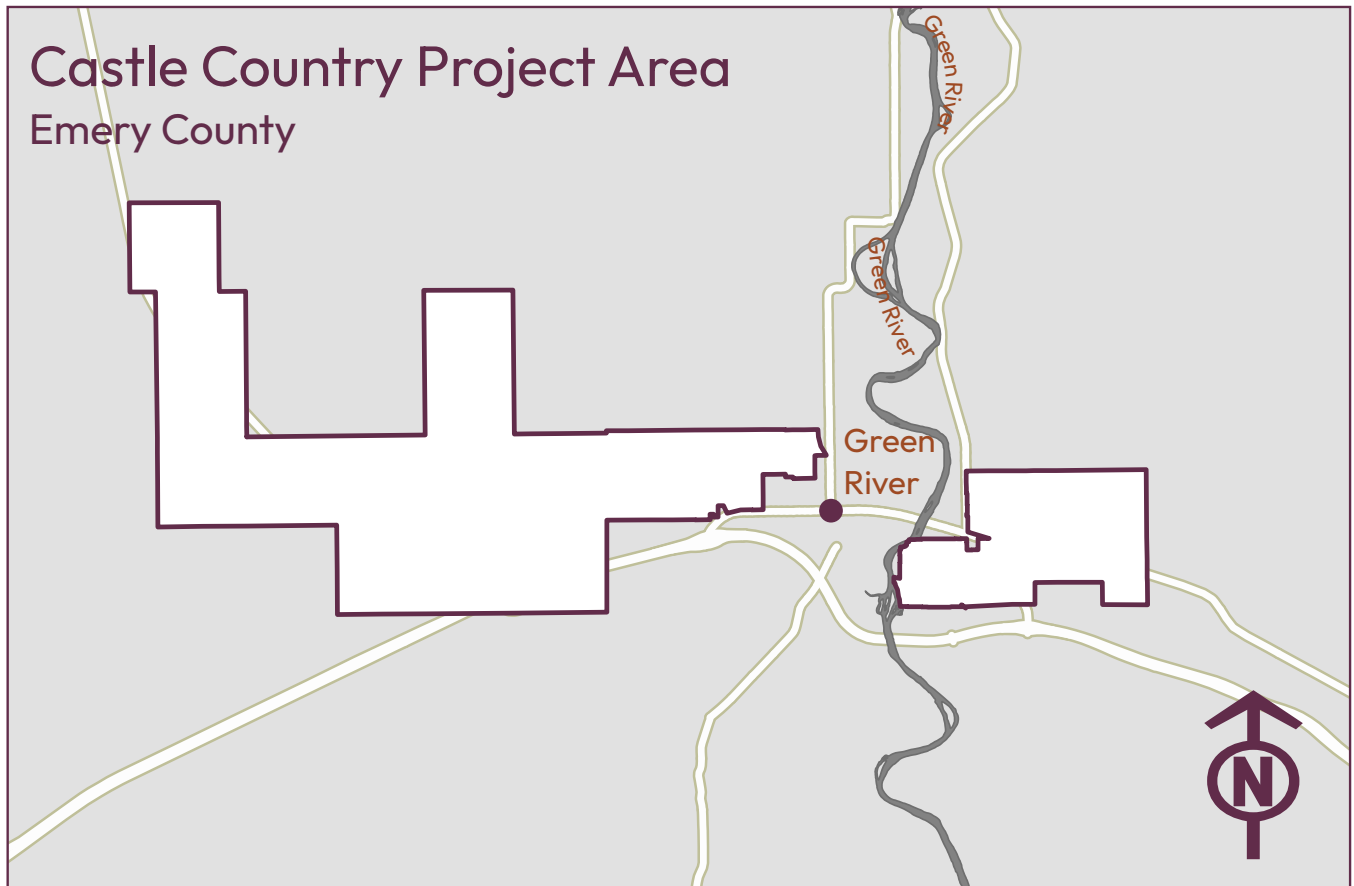


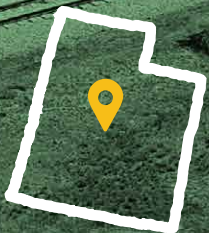
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Learn more about
project areas







CENTRAL UTAH AGRI-PARK

The Central Utah Agri-Park Project Area's main objective is to create a better future for Utah's family farms, economy, and food security. While the preliminary phases of this project are being supported by the Six County AOG, including Sanpete, Juab, Wayne, Millard, Piute and Sevier counties, this Agri-Park would benefit farmers and Utahns in every county in the state.

This regional approach for strategic planning and growth could be duplicated in other regions, making the benefits of this project extend beyond the economics of one ag business zone. This area uniquely includes both rail and highway infrastructure that empower the production, processing, storage, and transportation of goods both within Utah and outside markets. This is a unique and collaborative project where multiple partners will be

brought together to create the most benefit possible.

Other partners to this Project Area include: R6 Regional Council (formerly known as Six County Association of Governments, Utah Department of Agriculture and Food, Utah Food Producer Groups, Utah Department of Transportation, Utah's water agencies, federal and state land agencies, private sector entities, and many others. Project Area goals include meaningful rural economic development and responsible strategic infrastructure planning for growth, and food security.

In addition to the Agri-Park section of the project area, the Currant Creek and Nortonville Rail zones are prime for business development near Mona and Nephi, with industrial properties that are ideal for light manufacturing,

Milestones:

- **Resolutions:** On May 8, 2023, the Juab County Board of County Commissioners formally passed a resolution, supporting the creation of a Utah Inland Port Authority Project Area within Juab County.
- **Initial Presentation:** On August 21, 2023, during a public board meeting, the Central Utah Agri-Park Project Area Draft, initially called the Six County Agri-Park Project Area Draft, was presented to the UIPA board for the first time.
- **Board Approval:** On September 12, 2023, during a public board meeting, the UIPA board approved the creation of the Central Utah Agri-Park project area and adopted the Central Utah Agri-Park project area plan.
- **Amendment 1:** On December 11, 2024, the amendment adds the Nortonville Rail properties, originally intended for inclusion but omitted from the Plan and Budget; the Ash Grove properties to support local expansion, investment, and job creation; and the Dog Valley properties for potential renewable energy production and future business attraction.

Key Successes in the Past Year:

R6 Regional Council's Agri-Park Director Shaun Kjar and members of the Agri-Park Board of Directors have secured about 920 acres just north of Nephi for the development of the R6 Regional Council Agri-Park project, which is the heart of this project area.

This property, and surrounding parcels are slated to be amended into the Project Area in November 2025.

Agri-Park board members include a representative county commissioner from each of the participating six counties, one from Utah Inland Port Authority, one from Utah Department of Agriculture and Food, one from the Governor's Office of Economic Opportunity, an ex-officio legislative member, and one at-large ex-officio member.



Commissioner Clinton Painter of Juab County presented on a panel at the One Utah Summit discussing opportunities in the Central Utah Agri-Park Project Area.

Committee members include:

- Chair: Juab County Commissioner, Clinton Painter
- Vice Chair: Sanpete County Commissioner, Scott Bartholomew
- Millard County Commissioner: Trevor Johnson
- Piute County Commissioner: Sam Steed
- Sevier County Commissioner: Scott Johnson
- Wayne County Commissioner: Roger Brian
- Utah Department of Agriculture and Food: Craig Buttars
- Utah Inland Port Authority: Danny Stewart
- Governor's Office of Economic Opportunity: Kori Ann Edwards
- Legislative Ex-officio Member: Derrin Owens
- At-large Ex-officio Member: Unfilled

R6 Regional Council Staff associated with the project:

- Six County Executive Director: Travis Kyhl
- Central Utah Agri-Park Director: Shaun Kjar
- Six County Economic Development Director: Abby Ivory
- Six County Chief Financial Officer: Jalyne Roundy
- Six County RLF Program Manager/Executive Assistant: Amy Rosquist

Businesses in project area

- IFA
- AZOMITE Mineral Products
- Canyon Fuel Company
- Redmond Minerals
- Nortonville Rail
- Houweling's Tomatoes

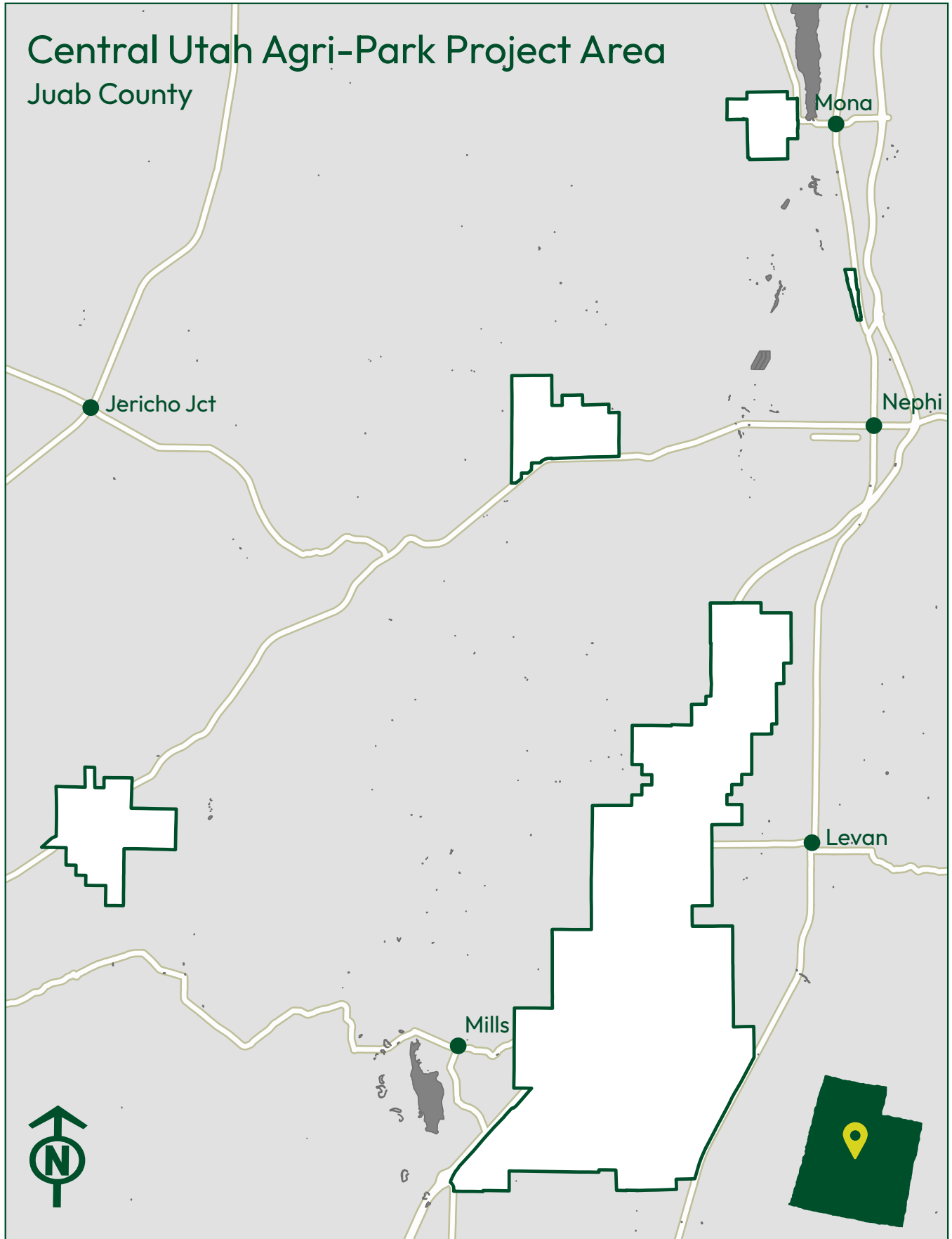


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Learn more about
project areas







GOLDEN SPIKE

Golden Spike Park Project Area comprises over 1,593 acres of greenfield industrial land in Brigham City, Garland, Tremonton, and Box Elder County. The project area was launched August 21, 2023 and will complete its second amendment in November of 2025.

Willard City passed a resolution in June of 2025 to amend into the project area with a proposed 178 acre industrial development. This year we celebrated the announcement of a \$200 million investment from Nucor Towers and Structures, a division of Nucor Steel.

This will bring 200 high paying jobs into Brigham City and is slated to be operational by Q4 2027. We also celebrated

the ribbon cutting ceremony for Lakeshore Learning who, following the completion of their 1.2 million square foot facility, has hired over 400 employees to date. This \$500 million dollar capital investment is already bringing value to Garland, Tremonton and the Golden Spike Project area.

UIPA triggered the Lakeshore Learning project as our first triggered parcels in the Golden Spike Project Area. We couldn't be more excited about this strong kick off to our partnership with our friends in Box Elder County.

These investments are just the beginning and we look forward to many more projects and partnerships as we continue to build Box Elder County.

Milestones:

- **Initial Presentation:** On July 17, 2023, during a public board meeting, the Golden Spike Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On August 21, 2023, during a public board meeting, the UIPA board approved the creation of the Golden Spike project area and adopted the Golden Spike project area plan.
- **Amendment 1:** On August 1, 2024, during a public board meeting, the first Golden Spike Project Area amendment draft was presented to the UIPA board. On October 7, 2024, during a public board meeting, the UIPA board approved the amendment for the Golden Spike Project Area adding an additional 550 acres to the project area.
- **Amendment 2:** On October 6, 2025 during a public board meeting, the second Golden Spike Project Area Amendment draft was presented to the UIPA Board. On November 6, 2025 during a public board meeting, the UIPA board approved the amendment for the Golden Spike Project area adding an additional 178 acres to the project area.

Key Successes:

The Golden Spike Project Area is seeing significant growth and investment, with two major developments advancing Utah's manufacturing and logistics capacity.

In June 2025, Lakeshore Learning celebrated the completion of its 1.2 million-square-foot distribution facility with a ribbon-cutting ceremony held on June 18, 2025. The facility, now fully operational, employs over 400 people

and serves as a major logistics hub for the company's national supply chain network. This milestone also marks a key activation within the project area—58 acres in Garland and 30 acres in Tremonton were officially triggered for the 2025 tax year, encompassing the Lakeshore Learning site and setting the stage for future expansion.

Also within the Golden Spike Project Area, Nucor Towers & Structures—known internally as Project Charm—announced plans to construct a 250,000-square-foot manufacturing facility in Brigham City. The project represents a \$200 million capital investment and is

expected to create 263 new high-quality jobs, further solidifying Northern Utah's reputation as a hub for advanced manufacturing and industrial innovation.

To support continued regional growth, the Golden Spike Project Area was amended on November 6, 2025, expanding its boundaries to include an additional 178 acres in Willard City. This expansion ensures that key infrastructure and development opportunities remain aligned with community priorities and the area's long-term economic vision.

Businesses in project area

- Lakeshore Learning LLC
- Nucor Towers & Structures



On October 6, 2025 during a public board meeting, the second Golden Spike Project Area Amendment draft was presented to the UIPA Board.

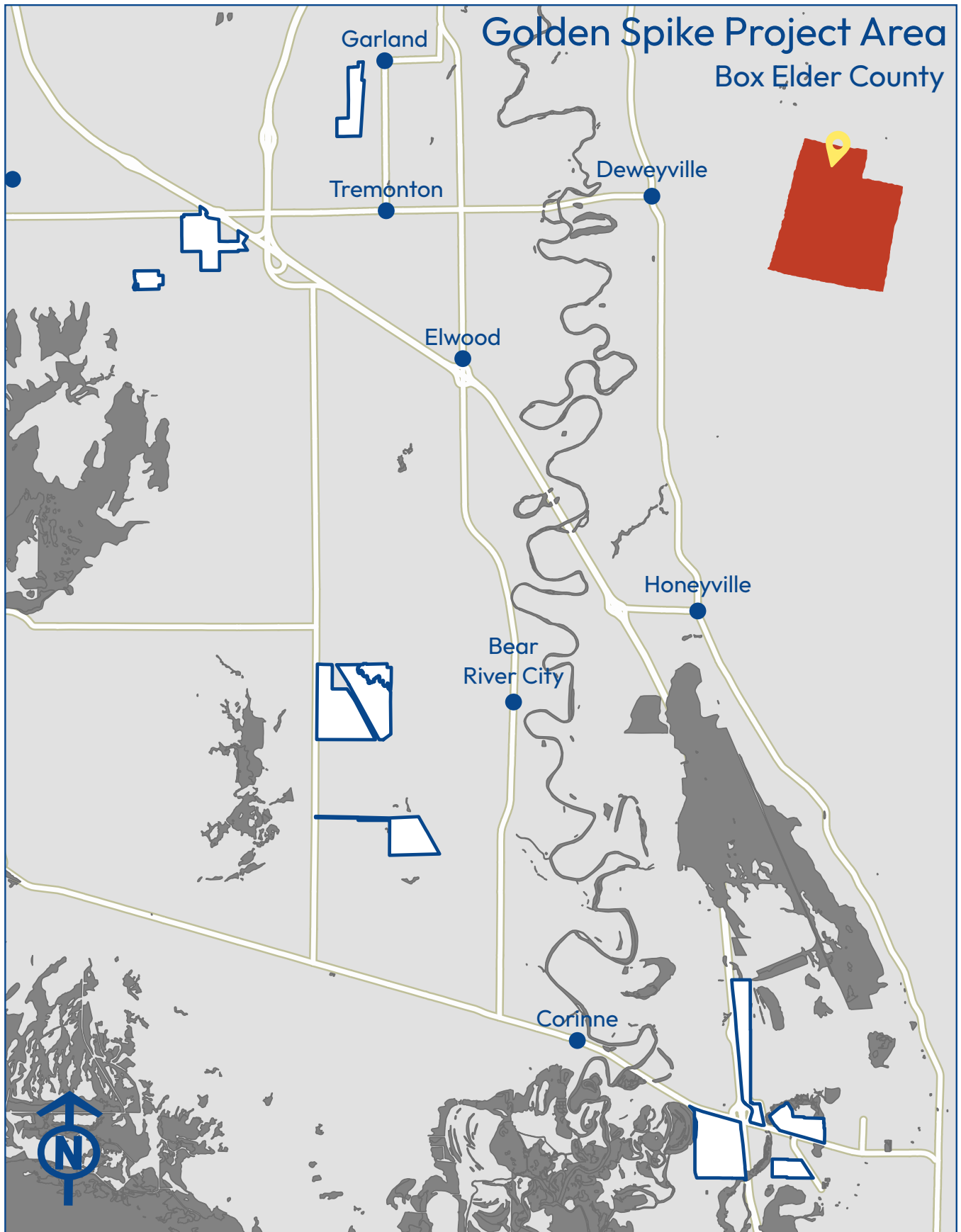


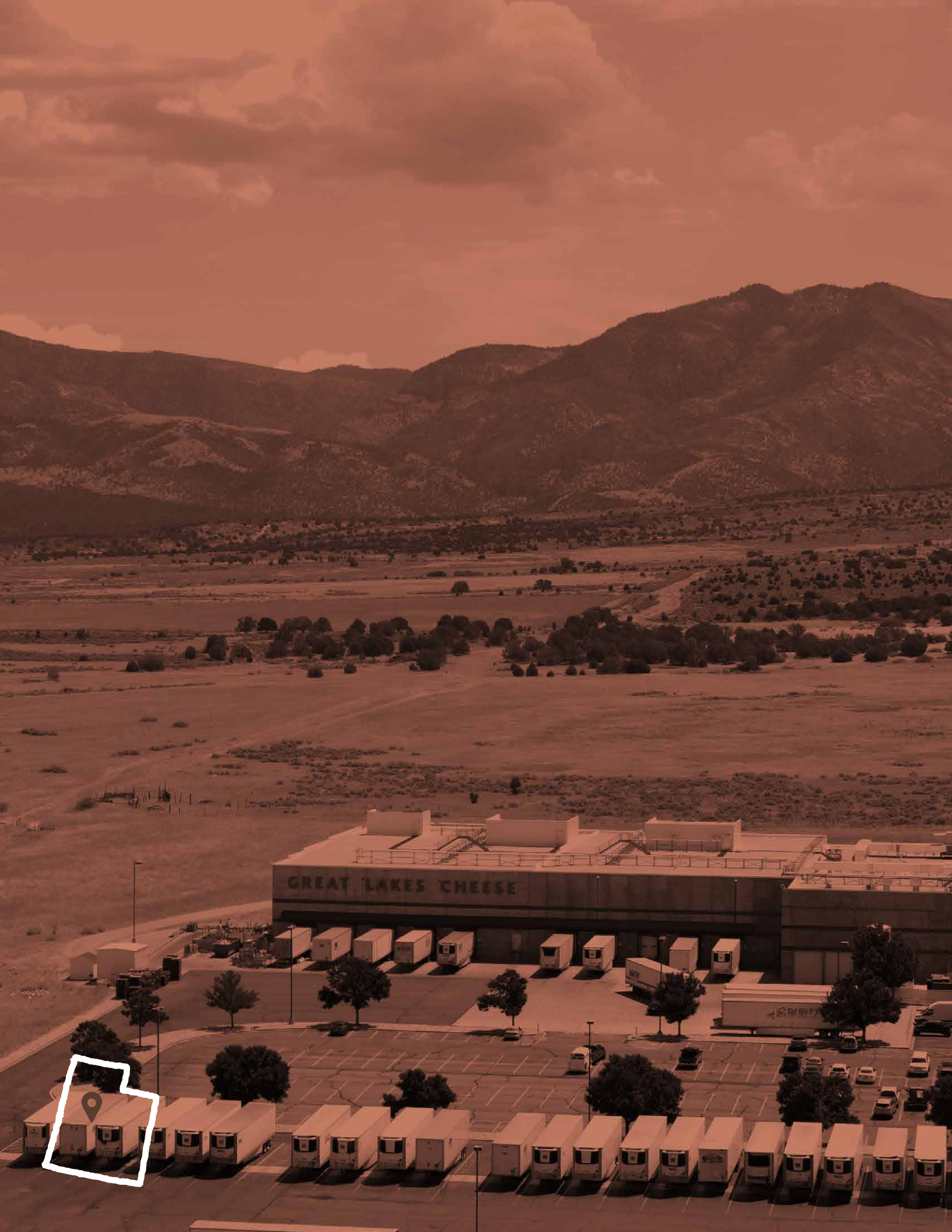
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Learn more about
the project area







HISTORIC CAPITOL

The Historic Capitol Project Area encompasses 1,960 acres within Fillmore City and is set for development and growth. Strategically positioned along I-15 and near the I-70 interchange, Fillmore City's central location in Utah offers convenient access for trucking routes to Denver, Las Vegas, Salt Lake City, Phoenix, and Los Angeles.

The Fillmore Regional Airport, situated within the project area, is an existing asset that can support future expansions, making it ideal for further development.

Investments in rural development stimulate economic growth by expanding the productive capacity and creating new markets for goods and services.

Strengthening the economic vitality and investment in the community will reduce blight, boost community pride, and attract ongoing investment in Fillmore City, resulting in increased job opportunities and supporting families to grow and prosper within the city.

Milestones:

- **Resolutions:** December 23, 2023, the Fillmore City Council formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Fillmore City.
- **Initial Presentations:** On June 24, 2024, during a public board meeting, the Historic Capitol Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On August 1, 2024, during a public board meeting held at the Territorial Statehouse Building, the UIPA board approved the creation of the Historic Capitol project area and adopted the Historic Capitol project area plan.

Key Successes:

Strategic planning efforts for the Historic Capitol project continue to progress as additional input from partner organizations is gathered.

The recent completion of the power transmission line

has provided an additional 2 MW of capacity and made approximately 40 acres available for shovel-ready development. Concurrently, several existing enterprises in the area are undergoing expansion, including a gas station, hotel, and tire recycling facility.

Engagement with Millard County to establish a collaborative framework has advanced slowly; therefore, current efforts have concentrated on coordination with Fillmore City.

This work has focused on aligning with the City's general plan, developing an industry recruitment strategy, and determining priority sectors for targeted growth. Notably,

Fillmore City participated in the Governor's Office of Economic Opportunity's Blueprint Program and is expected to receive a finalized economic development strategy in the near future. This strategy will be incorporated into the Historic Capitol Project Area Plan and Budget document.

Businesses in project area

- Great Lakes Cheese
- Love's Travel Stop
- Sungro Horticulture
- Mountain View Mushrooms
- Diamond Agriculture Processors
- Liberty Tire



On August 1, 2024 during a public board meeting held at the Territorial Statehouse Building, the UIPA board approved the creation of the Historic Capitol project area and adopted the Historic Capitol project area plan.

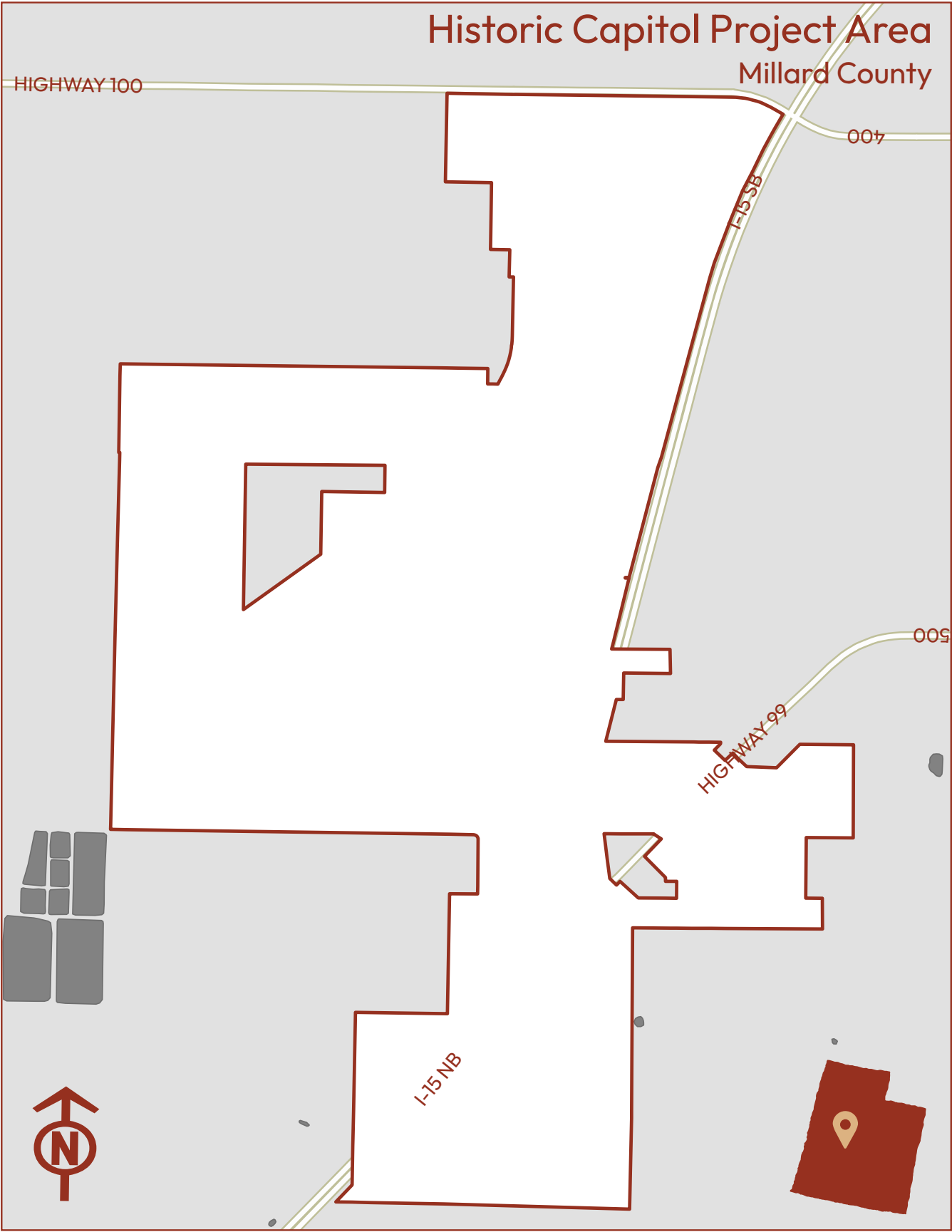


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Learn more about
the project area







IRON SPRINGS

This Project Area includes the BZI Innovation Park (formerly known as the Commerce Crossroads Logistics Park) at 820 acres and Cedar City, UT - Savage Transload Network at 74 acres, collectively encompassing approximately 894 acres of land located in Iron County, Utah.

Additional properties were amended into the project area, including the Silver Hills Industrial Park at 360 acres, the Lakeside Industrial Park at 507 acres, and the Turf Farm Area at 526 acres for a total amendment area of approximately 1,393 acres for a total Project Area acreage total of approximately 2,213 acres.

The Iron Springs Inland Port Project Area fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment

of new companies to create employment opportunities for Iron County residents and for residents from throughout Southwestern Utah. A major component of the Iron Springs Inland Port is the railroad transloading capability provided by the RailSync Transloading Facility at the BZI Innovation Park and the Cedar City, Utah - Savage Transload Network. These facilities are operational and processing hundreds of rail cars, removing thousands of long-haul trucks from Utah's highways.

This Project Area is bringing new primary employment opportunities to the County and providing railroad access to local and regional companies currently not able to access the rail. Additionally, this Project Area fits Iron County's general plan and the zoning for this area.

Milestones:

- **Resolutions:** On February 27, 2023, the Iron County Commission formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Iron County.
- **Initial Presentation:** On February 27, 2023, during a public board meeting, the Iron Springs Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On April 4, 2023, during a public board meeting, the UIPA board approved the creation of the Iron Springs project area and adopted the Iron Springs project area plan.
- **AIB Loan Approved:** The first Authority Infrastructure Bank (AIB) loan for \$10M to Commerce Crossroads received the required approval:
 - April 25, 2023: Received Loan Approval Committee recommendation
 - May 11, 2023: Approved by UIPA Board on May 11, 2023
 - May 16, 2023: Received Executive Appropriations Committee (EAC) approval
- **Notable dates include:**
 - May 13, 2024: The Iron County Board of County Commissioners formally adopted a resolution requesting that the UIPA amend the Iron Springs Inland Port Project Area Plan and Budget to include new properties.
 - June 24, 2024: During a public board meeting, the UIPA board heard the proposal for amendment #1 to the Iron Springs Inland Port Project Area.

- August 1, 2024: During a public board meeting, the UIPA board approved amendment one to the Iron Springs Project Area.
- **Amendment 1:** As mentioned, 1,393 acres of light industrial-zoned property was amended into the Iron Springs Inland Port in 2024. Notable dates include::
 - May 13, 2024: The Iron County Board of County Commissioners formally adopted a resolution requesting that the Utah Inland Port Authority amend the Iron Springs Inland Port Project Area Plan and Budget to include new properties.
 - June 24, 2024: During a public board meeting, the UIPA board heard the proposal for amendment #1 to the Iron Springs Inland Port Project Area.
 - August 1, 2024: During a public board meeting, the UIPA board approved amendment #1 to the Iron Springs

Key Successes:

Groundbreaking Event: On August 22, 2023, BZI and affiliate companies Commerce Crossroads and RailSync hosted a groundbreaking and grand opening event featuring Utah Governor Spencer Cox, Utah Inland Port Authority (UIPA) Executive Director Ben Hart, and numerous government and business leaders. Phase one of the RailSync transloading facility became operational in July 2023 and steel for BZI, as well as lumber and other materials, are currently being unloaded at the RailSync facility.

Savage Transload Facility: In June 2024, the Utah Inland Port Authority celebrated the grand opening of the Savage Cedar City Transload Facility, a key development in the Iron Springs Inland Port Project Area. This state-of-the-art facility enhances connectivity for Southern Utah businesses and agriculture producers, offering seamless transload services, on-site storage, and direct rail access to Union Pacific. By optimizing supply chains and fostering sustainable transportation, this partnership with Savage underscores UIPA's commitment to driving regional economic growth and logistics efficiency.

Focus Site: In the summer of 2024, the Utah Inland Port Authority announced the designation of the BZI Innovation Park in Cedar City as Utah's first Union Pacific Focus Site. This milestone project, located within UIPA's Iron Springs Project Area, enhances the region's logistics capabilities with 820 rail-served acres and access to Union Pacific's 32,000-mile rail network. The designation signifies the site's strategic readiness for industrial growth, offering transload services and development opportunities that strengthen Southern Utah's role as a vital hub for commerce and regional connectivity.



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Marketing and Recruiting: The Inland Port Authority's Marketing and Communication team has created materials for project area recruitment and development efforts. The UIPA team is working with Iron County, BZI, Colliers, and Savage to coordinate branding and messaging. Additionally, EDCUtah is assisting with the marketing and recruiting strategy for the Iron Springs Inland Port and other Inland Port project areas. The Port Authority and the community are actively creating marketing strategy to focus on businesses with low water use, such as:

- Light Industrial
- Manufacturing
- Distribution
- Agricultural Technology and Equipment
- Plastics
- Lumber processing
- Railroad logistics

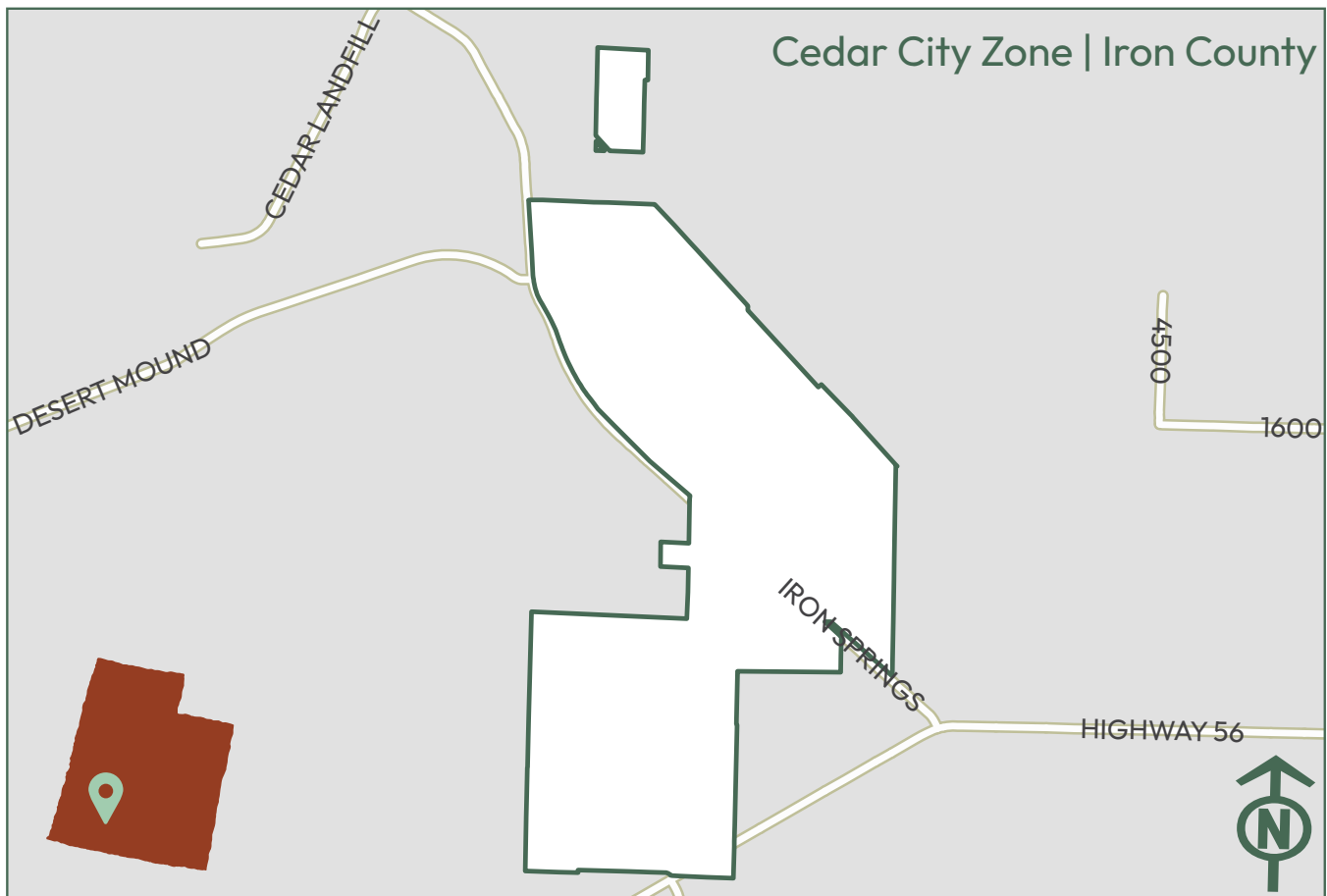
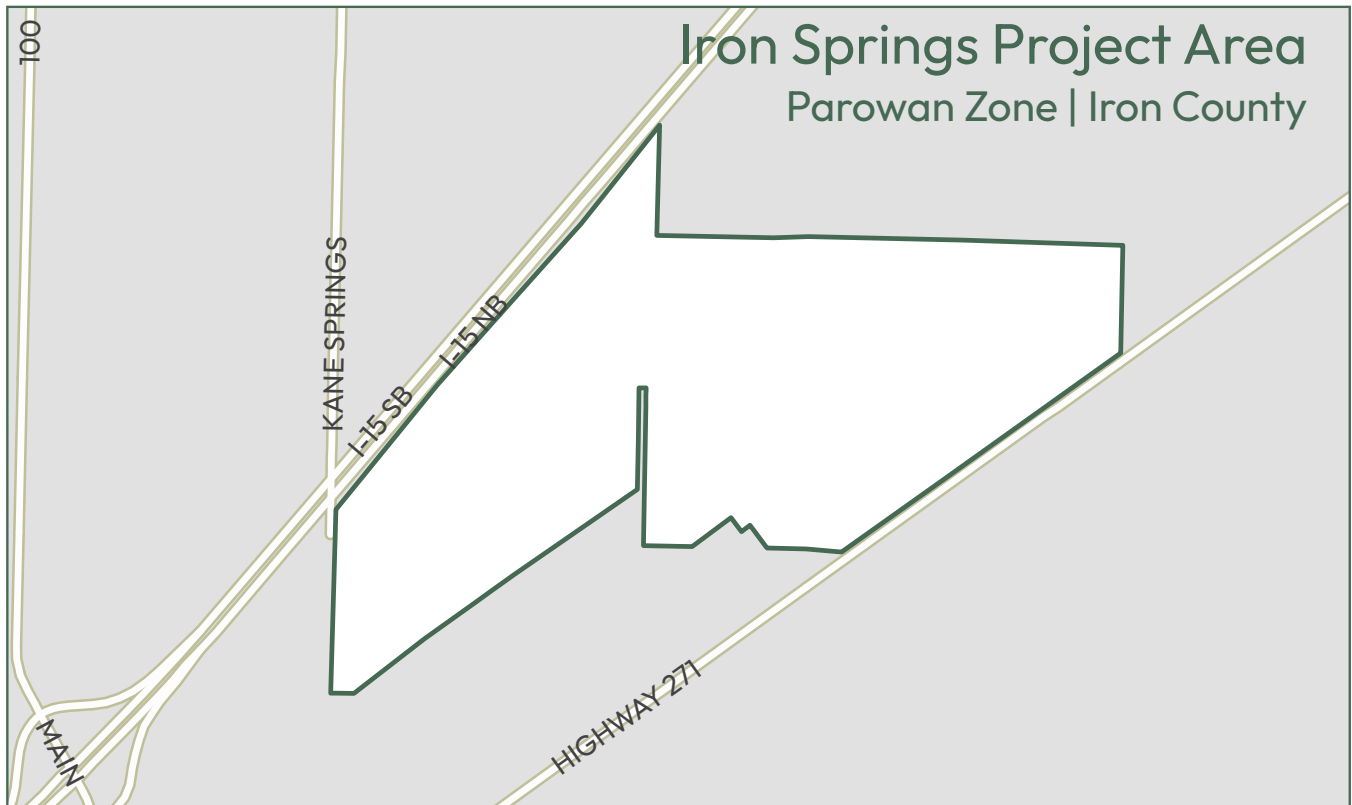
Incentive Award: Hive Plastics incentive approved June 26, 2025, awarding 10% property tax reimbursement for 25 years for this plastic products manufacturing company. Hive Plastics brings up to 50 new high-paying jobs to its newly constructed 23,300 square-foot facility with a \$12.6 Million capital investment in Iron County. Hive Plastics began operations in September, 2025.

Businesses in project area

- RailSync Transload Facility
- Cedar City, UT - Savage Transload Network
- Hive Plastics



Learn more about
the project area







MINERAL MOUNTAINS

With three distinct zones, the Mineral Mountains Inland Port will provide for a wider pool of resources that exist across Beaver County. The Milford and Beaver zones are central hubs for fueling, logistics, and emerging industry growth. The Minersville zone is well suited for light manufacturing, especially for agri-tech businesses.

The Beaver zone is suited to trucking logistics as its anchor point is nearest Interstate 15 and falls directly between Salt

Lake City, Utah and Las Vegas, Nevada. The Minersville zone will provide the link between the Milford Valley and Beaver Valley, and address the change and shift into agri-tech models of economic development.

Each zone works independently as a piece of the larger project area but will be unified by the need for growth, facilitating the expansion of the anticipated economic development.

Milestones:

- **Resolutions:** The following municipalities and counties entered into resolutions supporting the creation of the project area:
 - Beaver County: April 18, 2023
 - Milford City: May 16, 2023
 - Beaver City: August 29, 2023
- **Initial Presentation:** On September 12, 2023, during a public board meeting, the Mineral Mountains Project Area Draft was presented to UIPA board for the first time.
- **Board Approval:** On October 4, 2023, during a public board meeting, the UIPA board approved the creation of the Mineral Mountains Project Area and adopted the Mineral Mountains Project Area plan.

Key Successes:

Unitech Manufacturing in Beaver:

Unitech Manufacturing, a division of Midgley-Huber, announced it will expand its business operations in the Beaver Zone of the Mineral Mountains Inland Port. This expansion will bring 50 new jobs and a new 50,000-square-foot facility in Beaver's South Peaks Industrial Park. Unitech is one of the largest suppliers of HVAC equipment and air handling systems in the Intermountain West. This is the first company to be located in the Beaver City Zone of

the Utah Inland Port Authority's Mineral Mountains Inland Port Project Area.

Trigger Property Tax Differential in Minersville:

On April 29, 2024 the UIPA Board adopted a resolution to begin the calculation, collection, and disbursement of the tax differential for property in the Minersville zone of the Mineral Mountains Inland Port project area beginning with tax year 2024.

Marketing & Business Recruitment:

The Inland Port Authority is actively engaged in the design and engineering of the Project Area along with Beaver County and EDCUtah. Key goals include a layout conducive to rail-served industrial and keeping commercial traffic away from residential corridors. The Port Authority and the County are actively creating a marketing strategy to recruit businesses from the following industries:

- Renewable Energy
- Agricultural
- Agriculture Tech
- Advanced manufacturing

- Mining
- Aerospace
- Warehouse and Distribution
- Research and Development

Businesses in project area

- Fervo Energy
- Yardley Farms
- Valley Agronomics
- Atkore
- Bactelife
- Smithfield Farms
- Roberts Fertilizer

- Maven Beverages
- Bar M Diesel & Automotive
- Steel Works
- Flooring 4 Less
- Dairy Farmers of America
- Ice Holdings
- Strong Welding
- Solv
- Southern Utah Rentals



On October 4, 2023, during a public board meeting, the UIPA board approved the creation of the Mineral Mountains Project Area and adopted the Mineral Mountains Project Area plan.

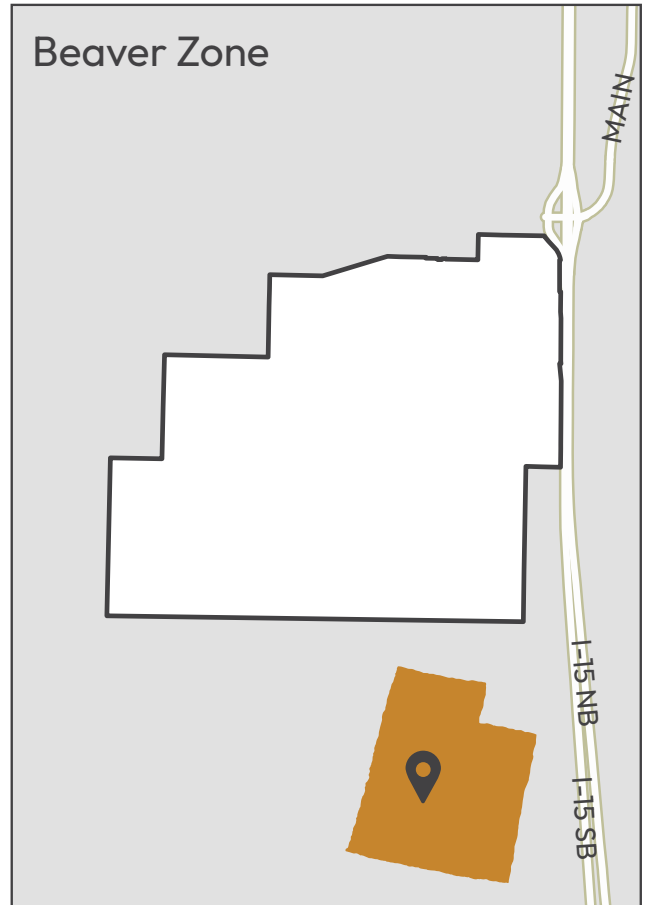
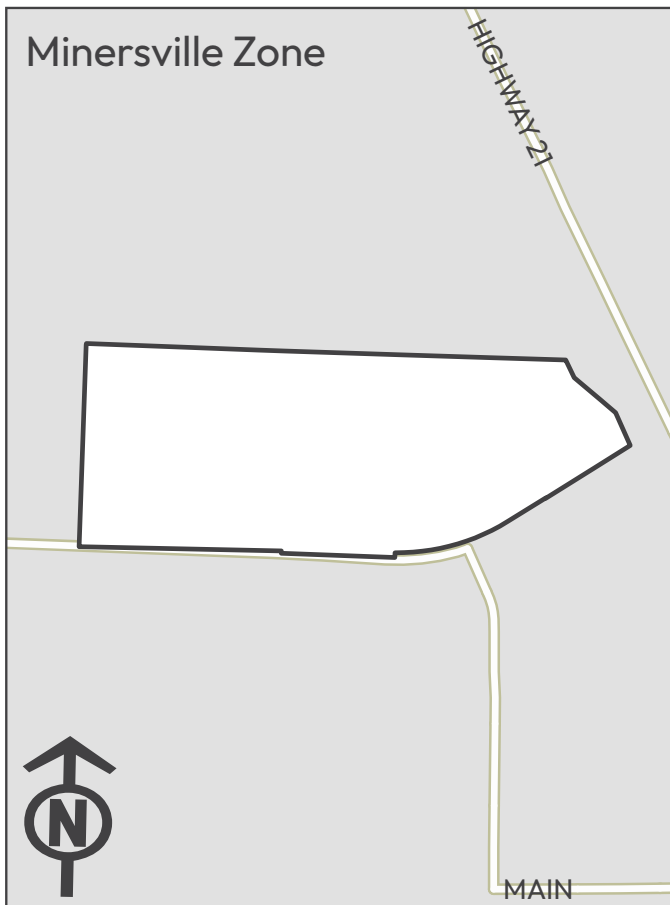
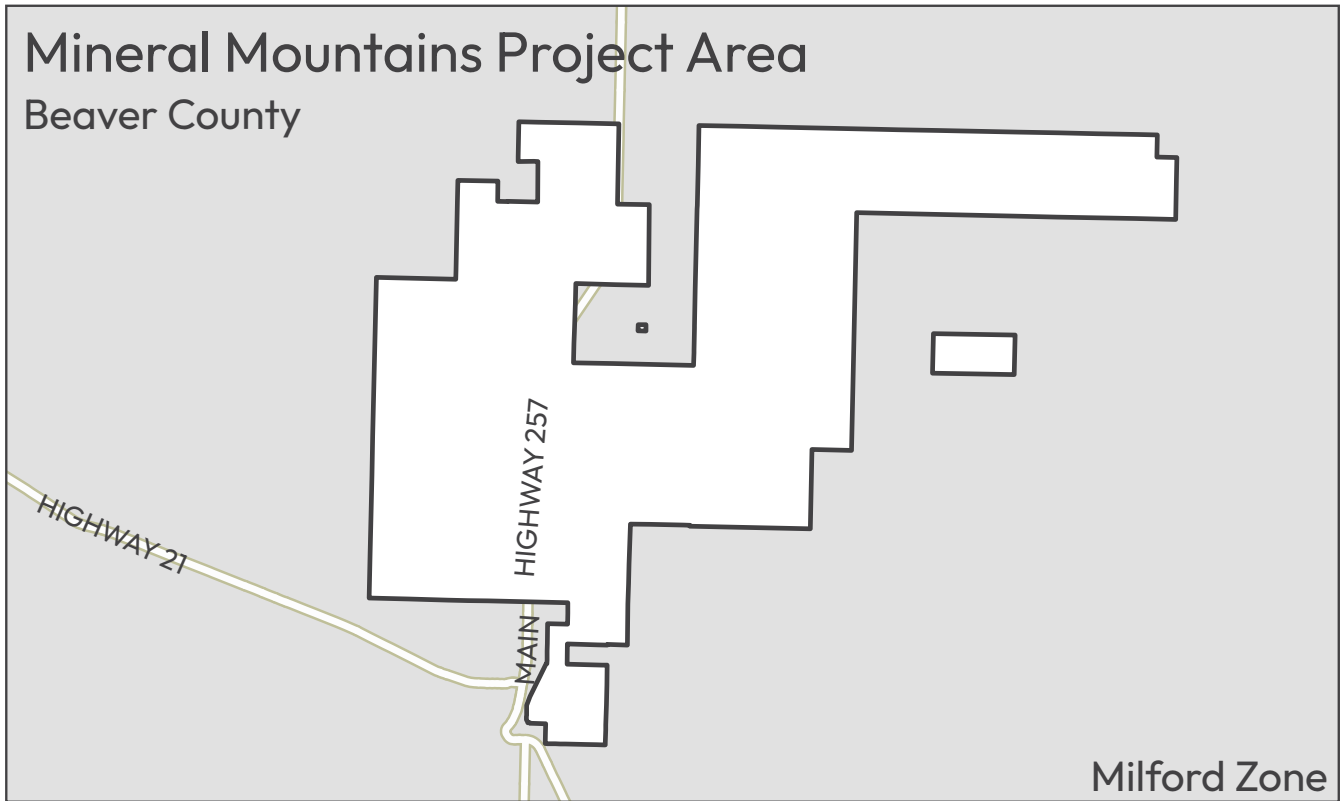


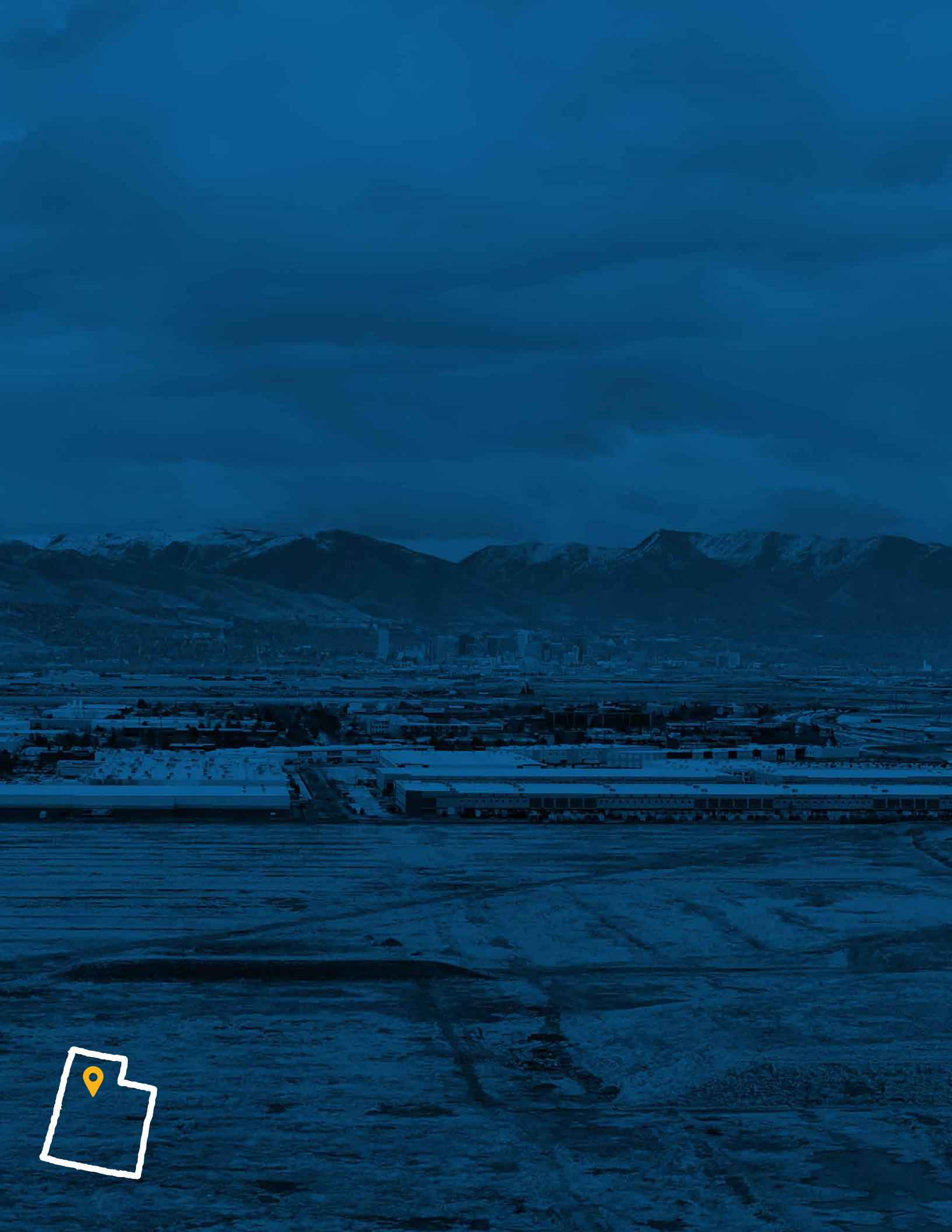
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Learn more about
the project area







NORTHWEST QUADRANT

The UIPA jurisdictional area, also known as the Northwest Quadrant (NWQ), covers approximately 16,000 acres in the Northwest Quadrant of Salt Lake City, as well as parts of northern West Valley City, Magna city, and unincorporated Salt Lake County. It sits at the intersection of two interstate freeways, major national railways, and an international airport which puts the area in high demand for expanding warehouse, distribution, and manufacturing.

This is an immense area significantly larger than well-known, large US maritime ports – almost twice the size of the Port of Los Angeles and 11 times the size of the Port of Savannah – and with this comes both a responsibility and an opportunity to identify the highest and best uses in developing a next-generation, sustainable inland port.

Most of the area is privately-owned and approximately 7,000 acres are vacant and suitable for development.

As of the end of Q2 2025, approximately 1.5M square feet of industrial real estate was under construction in the Northwest Quadrant jurisdiction (Colliers Salt Lake County Q2 Industrial Market Report, Cushman and Wakefield Q2 Salt Lake City Industrial Marketbeat).

Business Expansion: Stadler Rail facility

In March, the UIPA board approved a post-performance expansion incentive for Stadler Rail, whose U.S. headquarters is located in the Northwest Quadrant. The expansion will add 245,000 square feet, including two new assembly halls, a welding facility, a sandblasting booth, and a cutting-edge train battery charging station. This investment will increase Stadler's workforce by approximately 300 jobs between 2025 and 2028.

UIPA is actively engaged in several other key business recruitment opportunities in advanced manufacturing, aerospace and energy storage.

North Temple Landfill Remediation Project

On May 28th, 2025, The Utah Inland Port Authority began remediation efforts at the 770-acre North Temple Landfill, seeking to transform the former waste site into a future hub for advanced manufacturing, clean energy, and sustainable industry.

This ambitious brownfield redevelopment, supported by state and local partners, aims to create high-wage jobs and a more resilient west side by addressing complex environmental challenges, including managing contaminated water with cutting-edge leachate evaporation technology.

The first phase of remediation is expected to be completed by the end of 2026. The project signifies a major step in revitalizing the community and laying a foundation for sustainable economic opportunity.

SLC Interlocal Agreement and Funding

Baseline and Preferred Scenarios Studies:

The Utah Inland Port Authority (UIPA) and Salt Lake City commissioned WSP, a consulting firm, to conduct a Baseline Study of the Port Authority's jurisdictional land and the surrounding Northwest Quadrant of Salt Lake City. This study kicked off formally in April of 2025.

The Baseline study aims to provide crucial data on current development trends, including traffic and health impacts, as well as community and environmental considerations, using existing data like building permits and infrastructure requests. This collaborative effort between UIPA and Salt Lake City, formalized in an amendment to their Interlocal Cooperation Agreement, emphasizes an integrated approach to understanding current conditions and developing a shared vision for the future. Following this study, UIPA, Salt Lake City staff, and WSP will create "Preferred Scenarios" outlining a desired future



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On May 28th, 2025, The Utah Inland Port Authority began remediation efforts at the 770-acre North Temple Landfill, seeking to transform the former waste site into a future hub for advanced manufacturing, clean energy, and sustainable industry.

development path, which will be presented to the Salt Lake City Council and the UIPA Board for adoption after opportunities for public comment.

Trainfo:

In August, The Utah Inland Port Authority Board has allocated an additional \$180,000 in tax increment funding to expand the Trainfo system in Salt Lake City. This follows a 2024 allocation of \$150,000. This additional funding will facilitate the installation of more train crossing notifications at impacted at-grade crossings within Salt Lake City, enabling the community to reroute and avoid extended delays.

Other Accomplishments:

Northwest Quadrant Public Infrastructure District:

In 2025, UIPA sponsored the establishment of the Northwest Quadrant Public Infrastructure District (PID). This strategic move aims to accelerate essential infrastructure development in the regions situated north of I-80. The creation of this PID marks a significant milestone, as it is the second such public infrastructure district to be formed within the expansive Northwest Quadrant, underscoring a concentrated effort to foster growth and enhance connectivity in the area.

UIPA Leased Property:

UIPA, supported by its broker partner Colliers, successfully executed a sublease agreement with Patriot Rail at 5 South, 5100 West. This agreement fulfills the final sublease requirement for the property, and it is expected to boost rail volume in the Northwest Quadrant while helping to deconflict rail traffic in Salt Lake City's Poplar Grove neighborhood.

Looking Ahead in the Northwest Quadrant

Steady growth is anticipated to continue in the Northwest Quadrant over the coming year. This growth trajectory, however, may be significantly influenced by local and national factors. Specifically, tariff and trade-related impacts are increasing interest in domestic reshoring across many manufacturing sectors.

The Northwest Quadrant continues to present an appealing destination for both new business and existing growth due to the area's position as a well-connected hub of transportation in the Intermountain West, across multiple modes. This is now increasingly true with the addition of BNSF's intermodal operation in the Northwest Quadrant, which will likely open doors for additional business growth and expansion opportunities in the region, and across the State.

Additionally, UIPA's critical investments in North Temple Landfill remediation, support of essential infrastructure, a strong workforce, real estate opportunities, robust development pathways, and a high quality of life will continue to make doing business in the area more cost effective and efficient than other competing markets.

UIPA is committed to proactively promoting the Northwest Quadrant's value proposition. This will be achieved through enhanced marketing and awareness campaigns, alongside strengthened relationships with key partners. These partners include the Governor's Office of Economic Opportunity, the Economic Development Corporation of Utah, regional industrial brokers, landowners and developers, and other industry stakeholders.

Major employers in the Northwest Quadrant

- Union Pacific
- BNSF
- Stadler Rail
- bioMérieux
- Rio Tinto Kennecott
- RC Willey
- Amazon
- Northrop Grumman
- Amrize (Formerly Holcim)
- L3 Harris
- Boeing
- Silver King Beverage
- UPS
- FedEx
- Duraline



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Learn more about
the project area

The Northwest Quadrant:

A Hub for Connected Operations

Centrally positioned with advanced transport infrastructure, skilled labor, and a robust support network, the Northwest Quadrant enables efficient goods movement, connecting businesses to key markets regionally, nationally, and globally.

6 Key NWQ Advantages



Interconnectivity

Close to major interstates I-80, I-215, and I-15, offering rapid road connectivity for businesses needing swift transport.



Affordable Real Estate

Competitive pricing in Salt Lake City's industrial market offers cost advantages with significant developments underway.



Rail Advantage

Integrated railroads support efficient long-distance heavy goods transport.



Business-Friendly Environment

Government-private sector collaboration drives startup and enterprise growth, fostering innovation and prosperity.



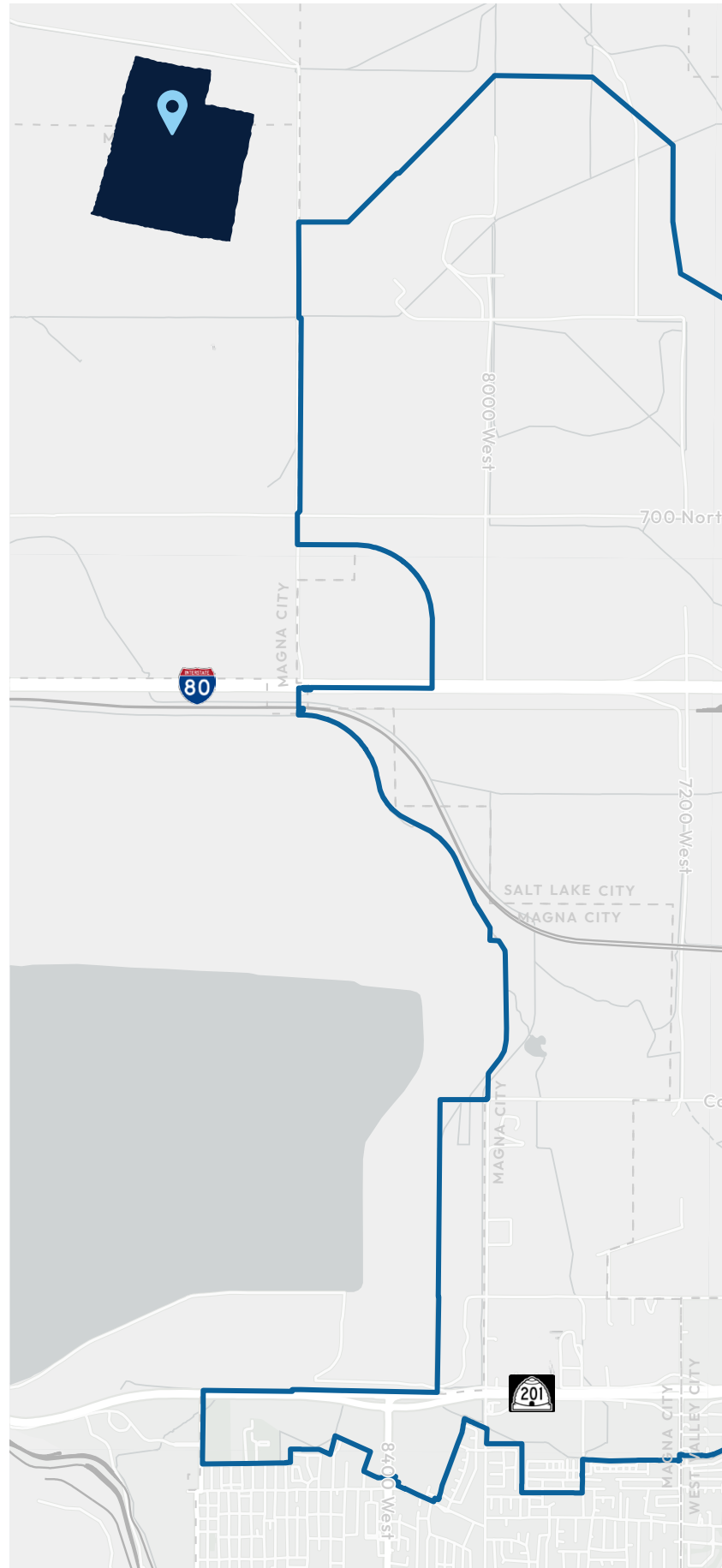
Airport Proximity

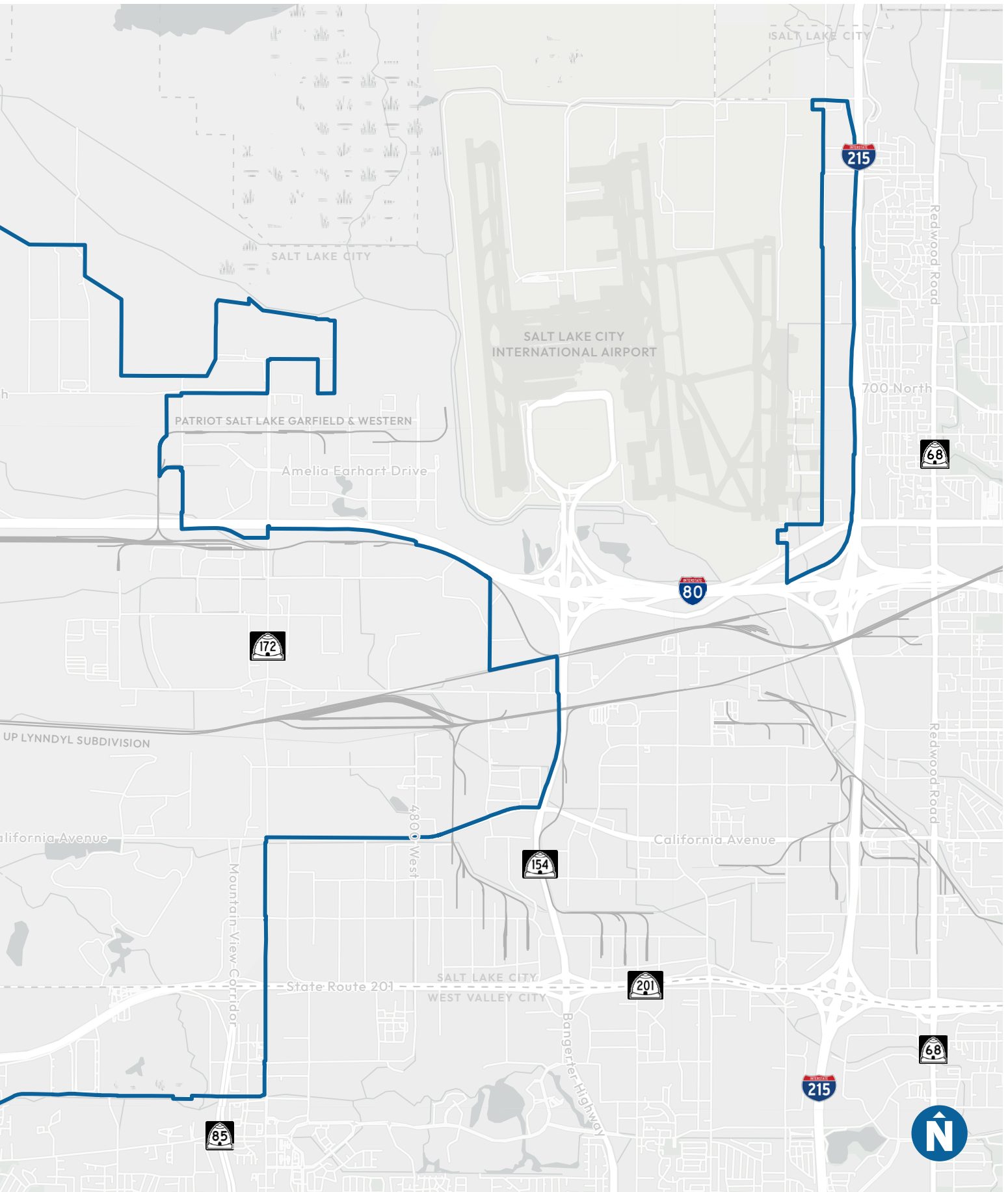
Immediate access to Salt Lake City International Airport provides a key advantage for rapid air cargo shipping.



Sustainability Commitment

Dedicated Natural Areas and Eco-Industrial Buffers ensure a balance between industrial activity and environmental responsibility.







PONY EXPRESS

The Pony Express Project Area consists of 1,700+ acres of rural potential spanning Fairfield and Cedar Fort, Utah.

This UIPA-led initiative spotlights infrastructure investment, high-wage job growth, and smart, community-aligned economic development vowing to preserve the region's heritage and scenic charm.

Rooted in a shared legacy stretching from Camp Floyd to today's agriculture and rural traditions, this project area marks a new chapter: one that blends

modernization—broadband, roads, utilities, logistics—with environmental stewardship and historical preservation.

In close partnership with local leaders, the Governor's Office of Economic Opportunity, and other state allies, UIPA is cultivating a hub for light manufacturing, ag-tech, and renewable energy that respects small-town character and elevates opportunities for decades ahead.

Milestones:

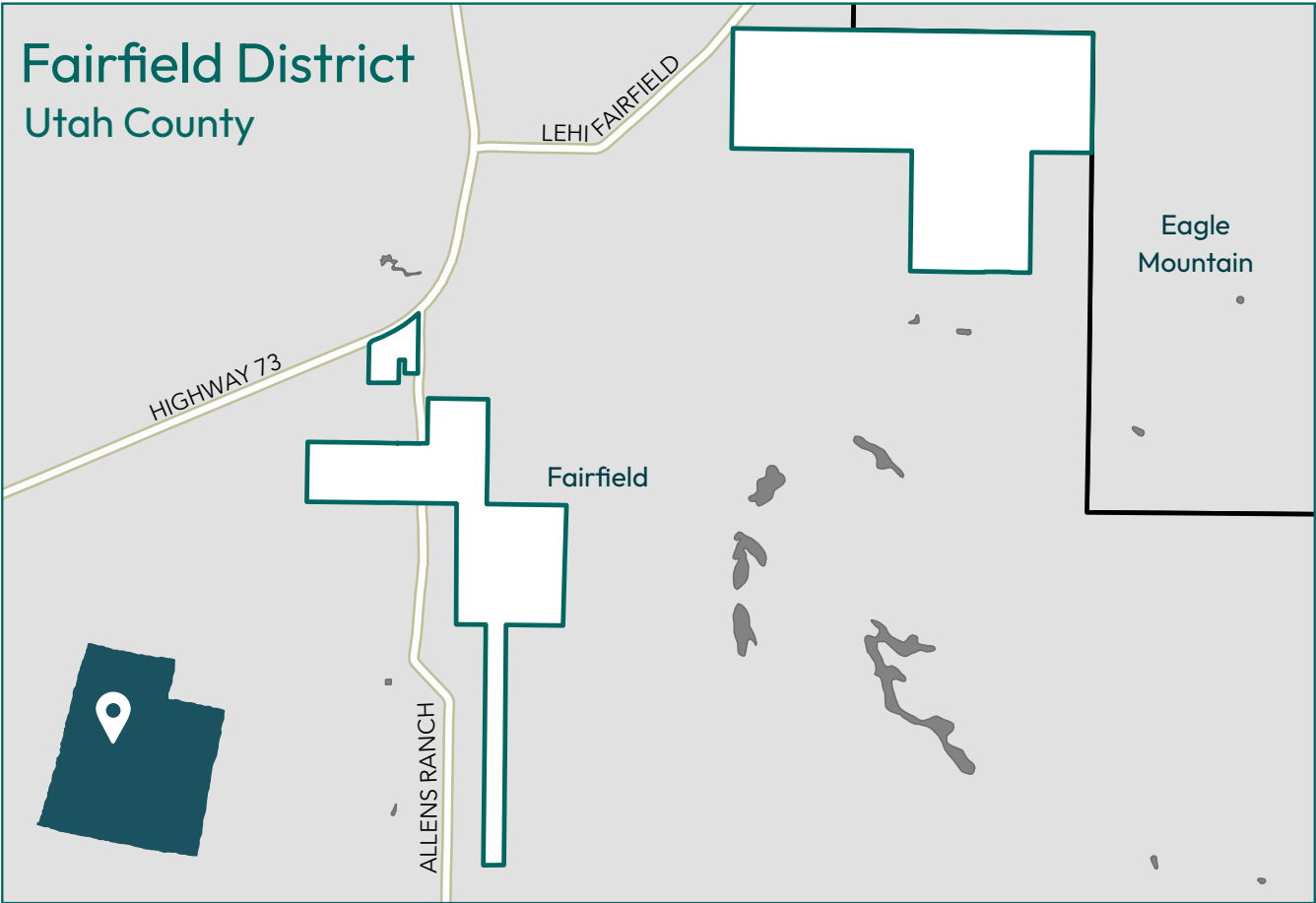
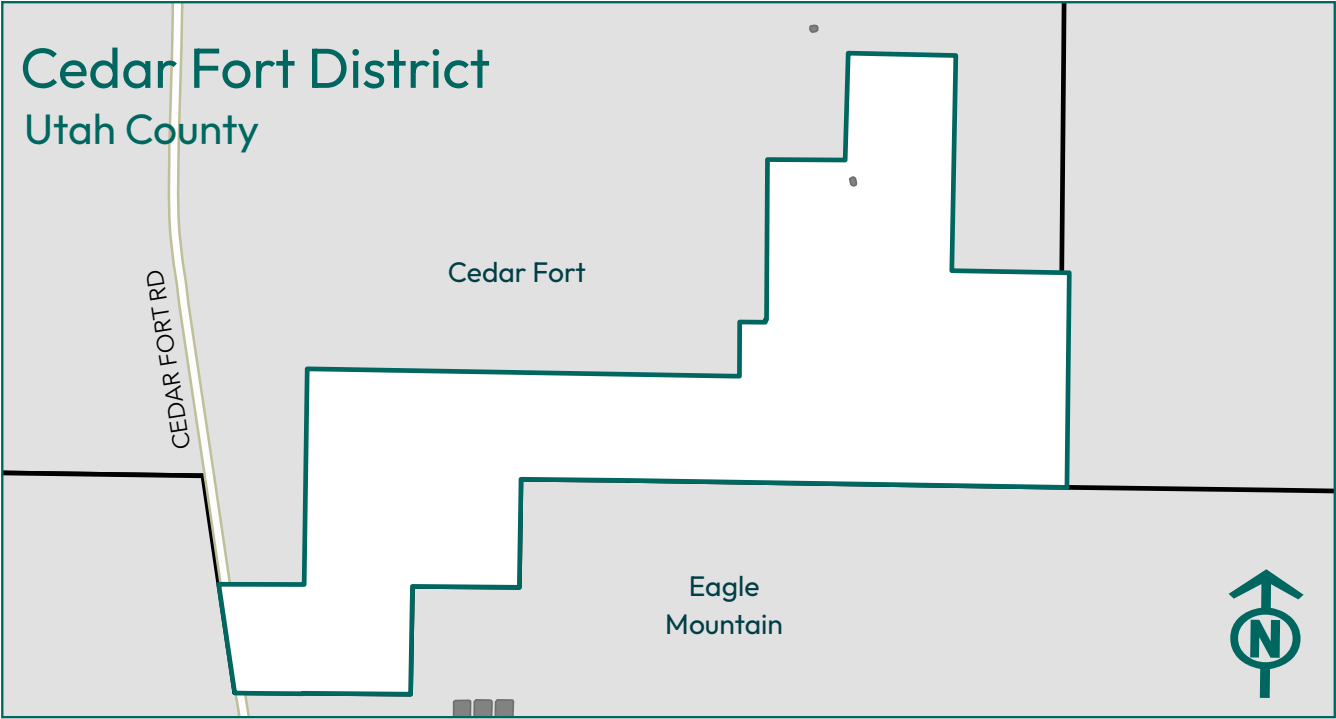
- **Resolutions:**
 - Fairfield City passed resolutions:
 - September 11, 2024 (R2024-21)
 - October 16, 2024 (R2024-23)
 - October 30, 2024 (R2024-24)
 - Cedar Fort City passed a resolution on December 17, 2024 (R-02-2024)
- **Initial Presentation:** Pony Express Project Area Plan and Budget Draft was presented to the UIPA Board on May 28, 2025.
- **Board Approval:** On June 26, 2025, during a public board meeting, the UIPA board approved the creation of the Pony Express project area and adopted the Pony Express project area plan.

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Learn more about
the project area







SKYLINE CORRIDOR

The Skyline Corridor Project Area, adopted by the Utah Inland Port Authority (UIPA) on October 7, 2024, represents a coordinated effort to strengthen Central Utah's economy through strategic investment, infrastructure development, and regional collaboration.

Spanning Sanpete, Sevier, and Wayne Counties, the project encompasses the cities of Ephraim, Gunnison, Salina, and Richfield, along with portions of unincorporated Wayne County.

In March 2025, the project area was amended to expand from 1,415 acres to 1,575 acres, incorporating additional parcels to address key regional priorities—such as affordable housing in Salina and targeted development in Manti.

The Skyline Corridor is designed to diversify Central Utah's economic base by attracting industries such as light

manufacturing, agribusiness, and logistics, while fostering high-quality, sustainable jobs for local residents.

Each zone within the project area is tailored to the unique needs and strengths of its respective community, ensuring that local priorities are met while enhancing the region's overall connectivity, resilience, and competitiveness.

Through collaboration between local governments, UIPA, and private enterprise, the Skyline Corridor aims to stimulate long-term growth, helping communities transition from traditional, cyclical industries to more resilient and forward-looking sectors.

The initiative includes comprehensive infrastructure investments—such as road improvements, utility upgrades, and logistics-specific facilities—to support business expansion and attract new investment.

Milestones:

- **Resolutions:** Resolutions were passed from the following land use authorities: Ephraim City on October 18, 2023, Manti City on January 17, 2024, Gunnison City on September 20, 2023, Salina City on August 23, 2023, Richfield City on May 28, 2024, and Wayne County on May 20, 2024.
- **Initial Presentation:** The initial presentation of the Skyline Corridor Project Area was presented to the UIPA board on September 5, 2024.
- **Board Approval:** The UIPA board approved and created the Skyline Corridor Project Area on October 7, 2024.
- **Amendment 1:** The Skyline Corridor Project area was amended on March 24, 2025.

Key Successes in the Past Year:

Since its establishment, the Skyline Corridor Project Area has achieved significant progress in advancing economic diversity and laying the groundwork for long-term growth and resilience. A cornerstone of the region is Snow College, a junior college and trade school that offers workforce programs aligned with local industry needs, as well as a wide array of two- and four-year degree programs. The

presence of Snow College provides a strong pipeline of skilled workers, making the region attractive to employers across multiple sectors.

Ephraim City is home to a large-scale, multi-use project known as Ephraim Crossing. Spanning several hundred acres, this development includes residential, commercial,

and industrial components that will provide housing for Snow College faculty, an expanding workforce, and local families wishing to remain in the area.

Ephraim Crossing has established a Public Infrastructure District and intends to issue bonds to fund road construction, creating shovel-ready sites for both housing and commercial investment. In addition, UIPA has triggered a hotel development in Ephraim, with differential revenue allocated to building road infrastructure behind the hotel, further opening development opportunities in this area.

Manti City is pursuing targeted growth initiatives to strengthen its local economy. UIPA triggered a parcel containing a Dollar Store, generating differential revenue to support infrastructure for a future industrial park on the south end of the city.

Manti's strategy includes expanding existing businesses and recruiting new employers to diversify available jobs and strengthen the city's economic base.

Gunnison City has also seen advancement this year, with parcels triggered through the expansion of Proteor, a carbon-fiber manufacturer producing high-tech custom prosthetics. Gunnison's industrial park now hosts four carbon-fiber companies, making it a growing hub for advanced materials manufacturing.

The differential generated from this trigger will fund additional infrastructure in the park, preparing shovel-ready sites for future tenants. Gunnison City, UIPA, and SITLA have partnered to expand the industrial park's acreage, aligning resources to create competitive opportunities for additional manufacturing operations.

Salina City is addressing critical housing needs, particularly for young professionals. With one of the highest per-capita incomes in rural Utah, Salina faces demand for market-rate starter housing rather than low-income units.

South Haven Homes is advancing a project that will eventually provide over 200 apartments and townhomes for rent at market rates, offering young workers the ability to establish homes while building careers and saving for future single-family residences.

Construction is expected to begin once infrastructure improvements are in place, with UIPA tools playing a key role in enabling this project.

Richfield City has celebrated a major success with Industrial Injection's acquisition of an existing facility. The company will immediately provide 100 high-wage jobs, with plans to expand its product lines and grow its workforce to 200.

In partnership with Snow College, Industrial Injection is launching training programs and internships for high school and college students, equipping them with the skills needed to step directly into well-paying positions upon graduation. This initiative offers students the chance to begin their careers debt-free while creating a long-term workforce pipeline for the company.

UIPA and Richfield City have offered an incentive to Industrial Injection for locating in Richfield City. UIPA also triggered parcels within Richfield City on several multi-family housing projects, intending to use this differential to assist with increased infrastructure in their industrial park.

Wayne County continues to make progress on its industrial park planning. While the original design required significant investment to connect with Lyman Town's water system for fire suppression, officials are now pursuing a phased approach. A smaller section of the park is being prioritized and will be formally amended into the Skyline Corridor at a later date, ensuring development remains financially feasible while keeping long-term goals intact.

Businesses in project area

- Soapcreek Manufacturing
- CJ Snacks
- Cobblestone Hotel
- Proteor
- ACT Aerospace
- Christensen Arms
- CSS Composites
- Industrial Injection
- Amazon



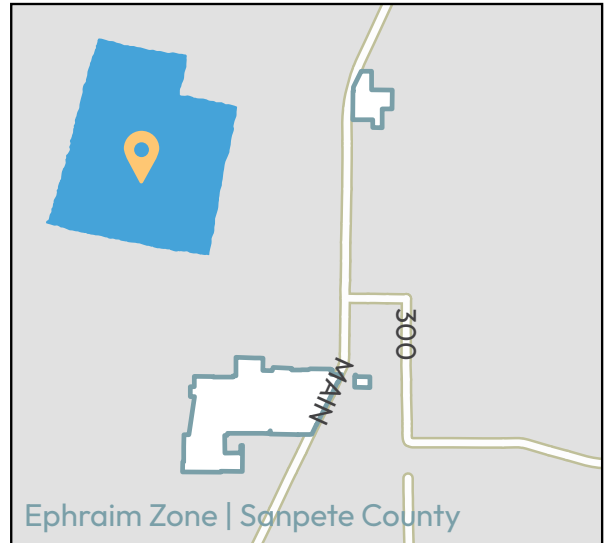
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Learn more about
the project area

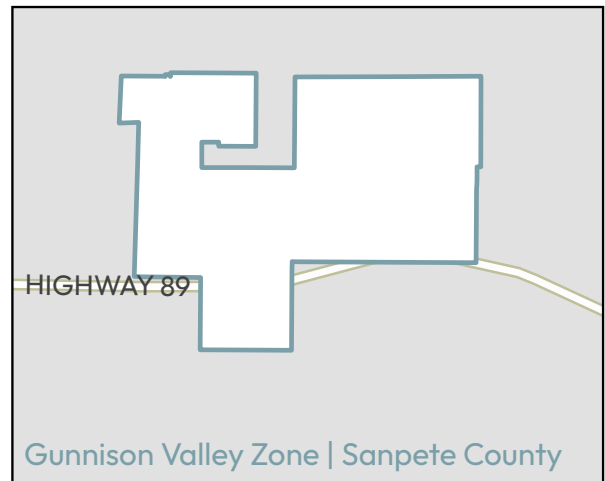
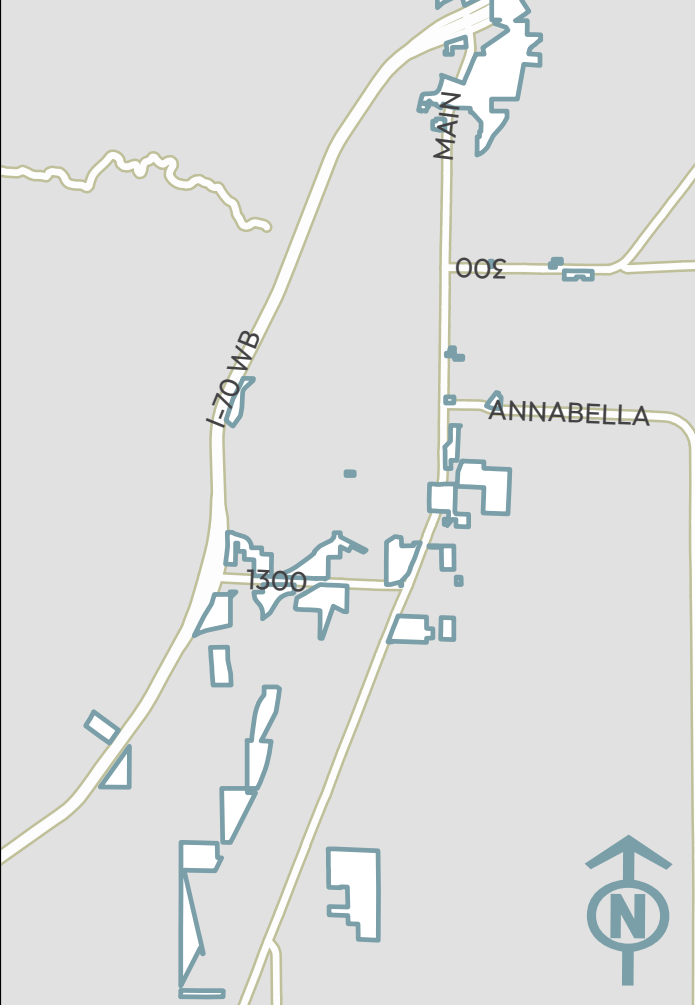
Skyline Corridor Project Area

Wayne Industrial Park | Wayne County

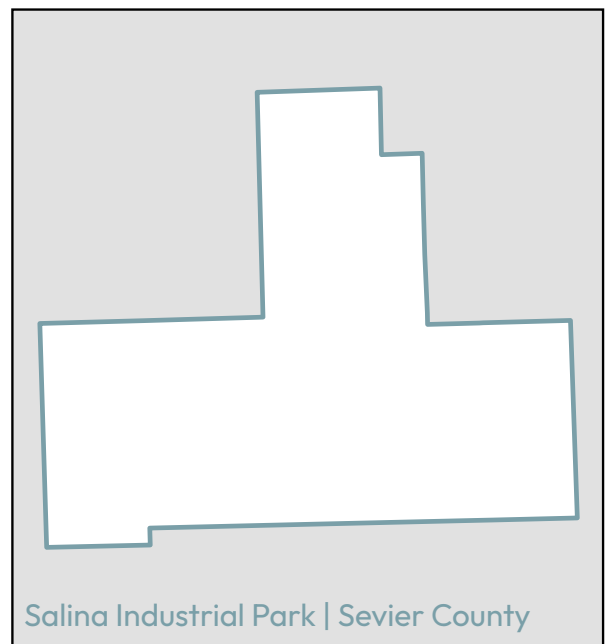


Ephraim Zone | Sanpete County

Richfield Zone | Sevier County

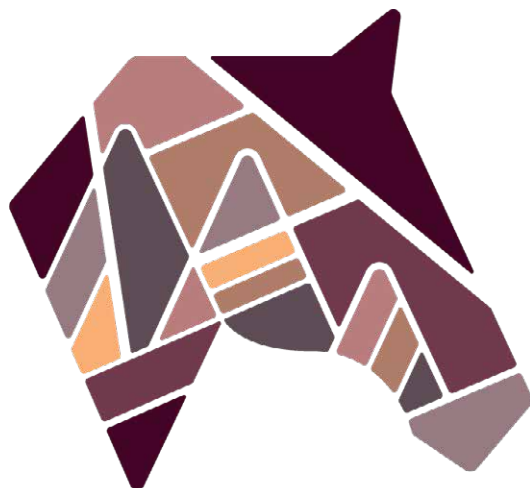


Gunnison Valley Zone | Sanpete County



Salina Industrial Park | Sevier County





TOOELE VALLEY

The Tooele Valley Project Area is a proposed development in northern Tooele County. The project area totals 242 acres and in 2025 was amended to include an additional 342 acres adjacent to the existing boundary.

Tooele Valley deployed a \$4.87 million dollar AIB loan to kick off construction of key infrastructure including water and sewer lines, natural gas, fiber, and new serving the area. In October of 2025, the newly created Tooele Valley

PID issued their first bonds totalling \$33.3M to complete their infrastructure build out and pay back the AIB loan.

They secured a purchase of 40 acres from Pacific Industrial who will be securing tenants for rail-served industrial.

The newly constructed Savage Tooele Railroad will provide service to the project area. Union Pacific has featured the Tooele Valley Project Area on their Focus Sites Database.

Milestones:

- **Resolutions:** Tooele County passed a resolution on April 11, 2023, to create the Tooele Valley Project Area and on March 6, 2024 requesting an amendment.
- **Initial Presentation:** Tooele Valley Project Area Plan and Budget Draft was presented to the UIPA Board on October 4, 2023.
- **Board Approval:** Tooele Valley Project Area Plan and Budget was approved by the UIPA Board December 5, 2023.
- **Amendment 1:** June 15th, 2025, Tooele County Council passed a resolution to amend the project area. August 25, 2025, the Tooele Valley Project Area Amendment One Draft was presented to the UIPA board. September 12th, 2025 the UIPA Board approved the first amendment to the Tooele Valley project area adding an additional 342 acres to the project area bringing the total acreage to 584.

Key Successes in the Past Year:

The Tooele Valley Project Area continues to advance as one of Utah's most strategically positioned industrial and logistics hubs, with significant progress made on infrastructure, environmental stewardship, and private investment.

Key infrastructure buildouts have been completed across

the project area, including new roads, water and sewer lines, power, natural gas, and fiber. A major highlight of this work is the innovative Verti-Block crossing system, which enables transportation connectivity across sensitive wetland areas while maintaining natural water flow—demonstrating UIPA's commitment to sustainable, environmentally responsible development.

The area also features the completion of 11 miles of new short line rail, now serviced by the Savage Tooele Railroad, which expands multimodal access for local industries and strengthens the region's freight network.

Private investment is accelerating, marked by Pacific Industrial's purchase of 40 acres within the project area and final discussions underway for a new travel center at the nearby interchange—both key indicators of growing market momentum.

In addition, the Tooele Valley Project Area underwent its first amendment, adding 342 acres to its boundaries and formalizing commitments to conserve 600 acres of sensitive wetlands north of the project area. This balanced approach ensures that economic growth proceeds hand-in-hand with environmental protection, supporting a long-term vision for sustainable regional development.

Businesses in project area

- Pacific Industrial



The Tooele Project Area features the completion of 11 miles of new short line rail, now serviced by the Savage Tooele Railroad, which expands multimodal access for local industries and strengthens the region's freight network.

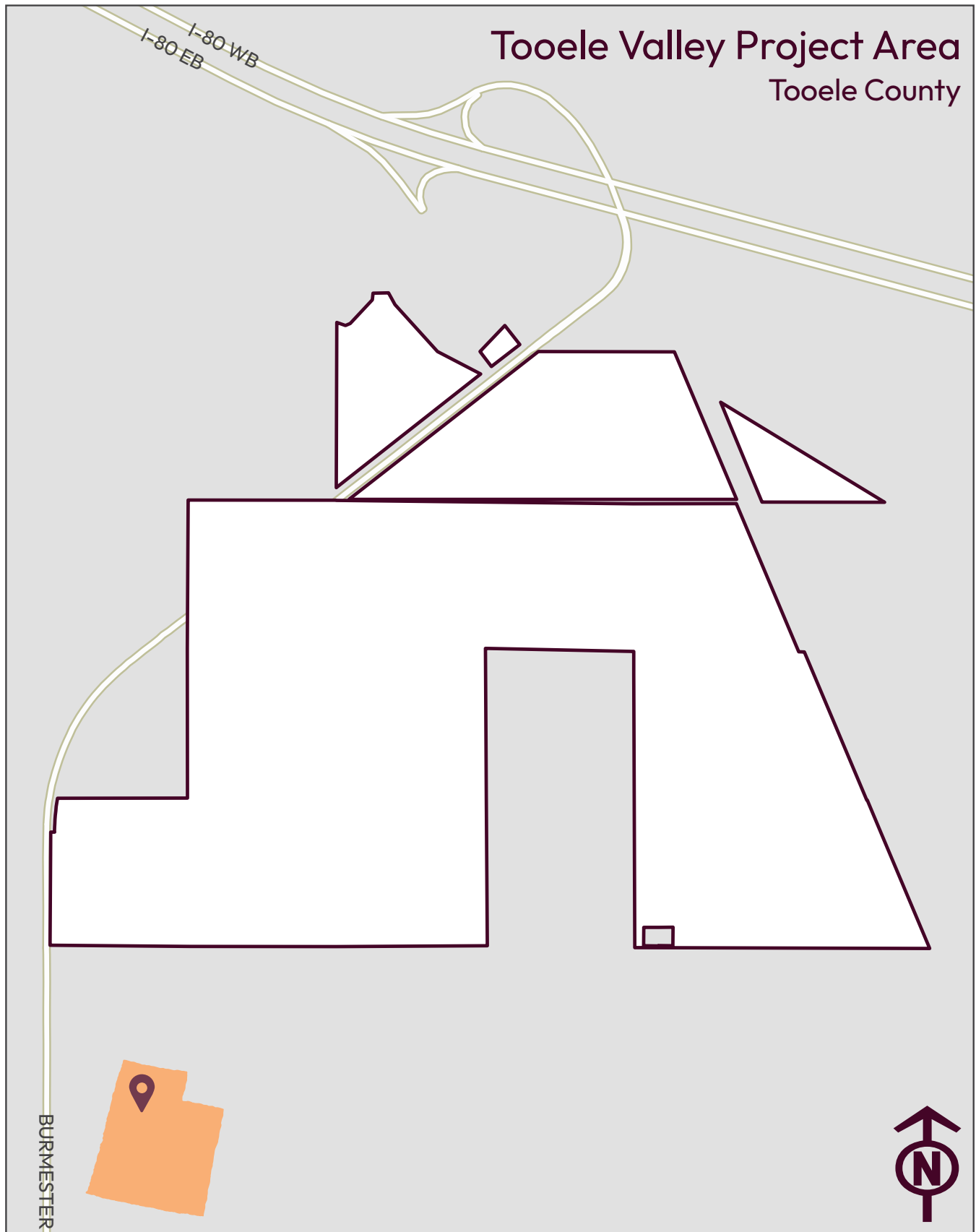


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Learn more about
the project area







TWENTY WELLS

The Twenty Wells Project Area totals 642 acres of greenfield development in Grantsville City. 2025 brought the completion of the Savage Tooele Rail Road, a new shortline rail provider who has rehabilitated 11 miles of rail connecting Grantsville City with the UP mainline just north of I-80.

This is the first time a new shortline rail has been built in

Utah in 110 years. Savage celebrated the milestone with a ribbon cutting ceremony on September 17, 2025. The Savage Tooele Railroad will service the Twenty Wells project area and the Tooele Valley project area.

The Twenty Wells project area is listed as a Union Pacific focus site, a database where Union Pacific customers can identify industrial land.

Milestones:

Initial Presentation: On October 4, 2023, during a public board meeting, the Twenty Wells (also known as the Grantsville City Inland Port) Project Area Draft was presented to the UIPA board for the first time.

Board Approval: On December 5, 2023, during a public board meeting, the UIPA board approved the creation of the Twenty Wells Project Area and adopted the Twenty Wells Project Area plan.

Amendment 1: On May 20, 2024, during a public board meeting, the UIPA board approved Amendment #1 of the Twenty Wells Project Area Plan & Budget. This amendment expanded the project area to include the Broken Arrow zone, which is approximately 150 acres.

Key Successes in the Past Year:

The Twenty Project Area continues to make strong progress in infrastructure development, environmental planning, and business recruitment—positioning the region for long-term economic growth.

A major highlight for 2025 is the completion of 11 miles of new short line rail, now operational under the Savage

Tooele Railroad. This critical rail connection enhances freight mobility, reduces truck traffic, and supports industrial access throughout the valley, reinforcing Tooele County's role as a logistics hub for the region.

At the Broken Arrow Zone, both wetland and traffic studies have been completed, ensuring that future development

aligns with environmental standards and transportation capacity goals. These studies lay the groundwork for responsible, sustainable expansion in one of the project area's most strategically located sites.

Meanwhile, at the Lakeview Business Park, UIPA and its partners have launched a targeted "Mega Site" recruitment strategy to attract large-scale employers and high-impact industries. This initiative is designed to capitalize on the site's size, infrastructure, and connectivity advantages to bring new investment and job opportunities to Tooele County.

Finally, growth projections have been submitted to the Wasatch Front Regional Council (WFRC) as part of

their 2025 planning cycle, ensuring that Tooele Valley's development priorities are integrated into the region's broader transportation and land-use framework.

Together, these milestones underscore UIPA's commitment to advancing sustainable infrastructure, attracting quality employers, and supporting balanced economic growth across the Tooele Valley.

Businesses in project area

- Broken Arrow



In 2025, 11 miles of new short line rail became operational under the Savage Tooele Railroad. This critical connection enhances freight mobility, reduces truck traffic, and expands industrial access throughout the valley—reinforcing Tooele County's growing role as a regional logistics hub.

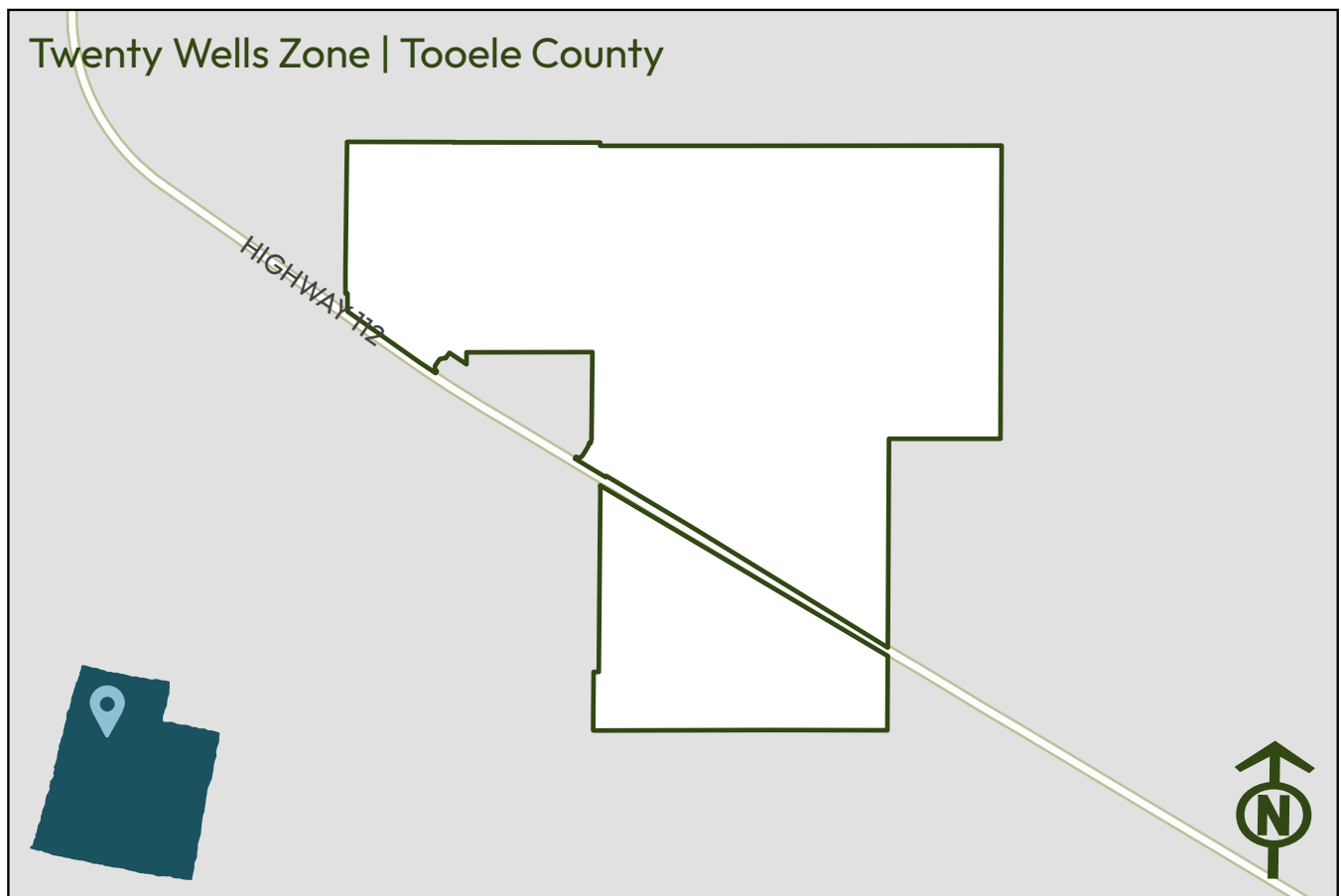
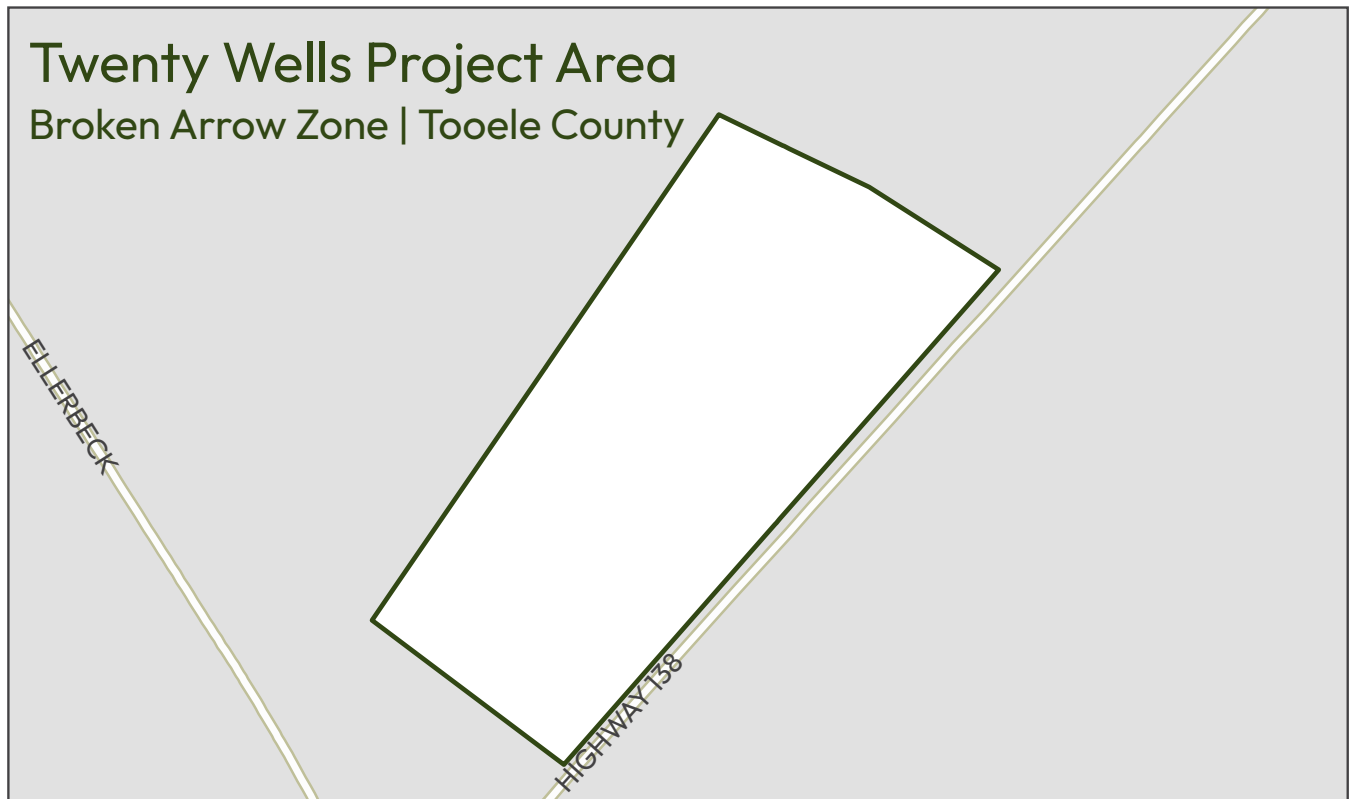


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the project area



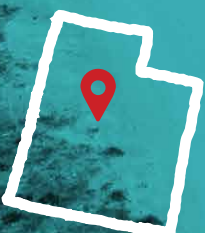


SPEED LIMIT
70

EXITS 2

156 6

Spanish
Main S
Price
1/2 MILE





VERK INDUSTRIAL PARK

Verk Industrial Park Project Area, located in Spanish Fork, fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for residents in the greater Spanish Fork area.

This Project Area enjoys a very strategic location with

access to: Interstate 15, US Highway 6, Union Pacific rail, and an adjacent General Aviation Municipal Airport.

As this Project Area develops out, right-sizing future logistical assets to improve freight movement will leverage new opportunities throughout the region. Additionally, this Project Area will fit the City's general plan and the zoning for this area.

Milestones:

- **Resolutions:** On May 4, 2023, the Spanish Fork City Council formally passed a resolution, consenting to and requesting the establishment of a UIPA Project Area within the boundaries of Spanish Fork.
- **Initial Presentation:** On May 11, 2023, during a public board meeting, the Spanish Fork Project Area Draft was presented to the UIPA board for the first time.
- **Board Approval:** On July 17, 2023, during a public board meeting, the UIPA board approved the creation of the Verk Industrial Park project area and adopted the Verk Industrial Park project area plan.
- **Amendment 1:** On January 10, 2024 during a public board meeting, the UIPA board approved Amendment #1 of the Verk Industrial Park Project Area Plan and Budget.

Key Successes in the Past Year:

The Verk Project Area has made significant strides this year, advancing shovel-ready sites and supporting developers in bringing new industrial facilities to market.

In July, a \$66 million bond was secured, with funds directed toward expanding vital infrastructure, including power transmission, sewer lift stations, roadways, water lines, and gas lines. These upgrades not only increase capacity but also position Spanish Fork to capture the national trend of manufacturing returning to U.S. soil.

With modern infrastructure in place, developers can attract high-quality tenants ready for immediate vertical construction, accelerating job creation and broadening the local tax base. The resulting growth will provide a diverse

range of employment opportunities for residents, support small businesses through increased economic activity, and ensure that Spanish Fork remains a vibrant, competitive hub for industry. By fueling both economic expansion and community development, the Verk Project Area is helping to shape a stronger future for Spanish Fork and contributing to the long-term prosperity of Utah County.

Businesses in Project Area

- Nature's Sunshine Products
- Valley Agronomics
- Wasatch Pallet
- Mountain Country Foods
- Sunroc
- Western Botanicals
- PCC Aerostructures
- General Atomics Aeronautical



On July 17, 2023 during a public board meeting, the UIPA board approved the creation of the Verk Industrial Park project area and adopted the Verk Industrial Park project area plan.

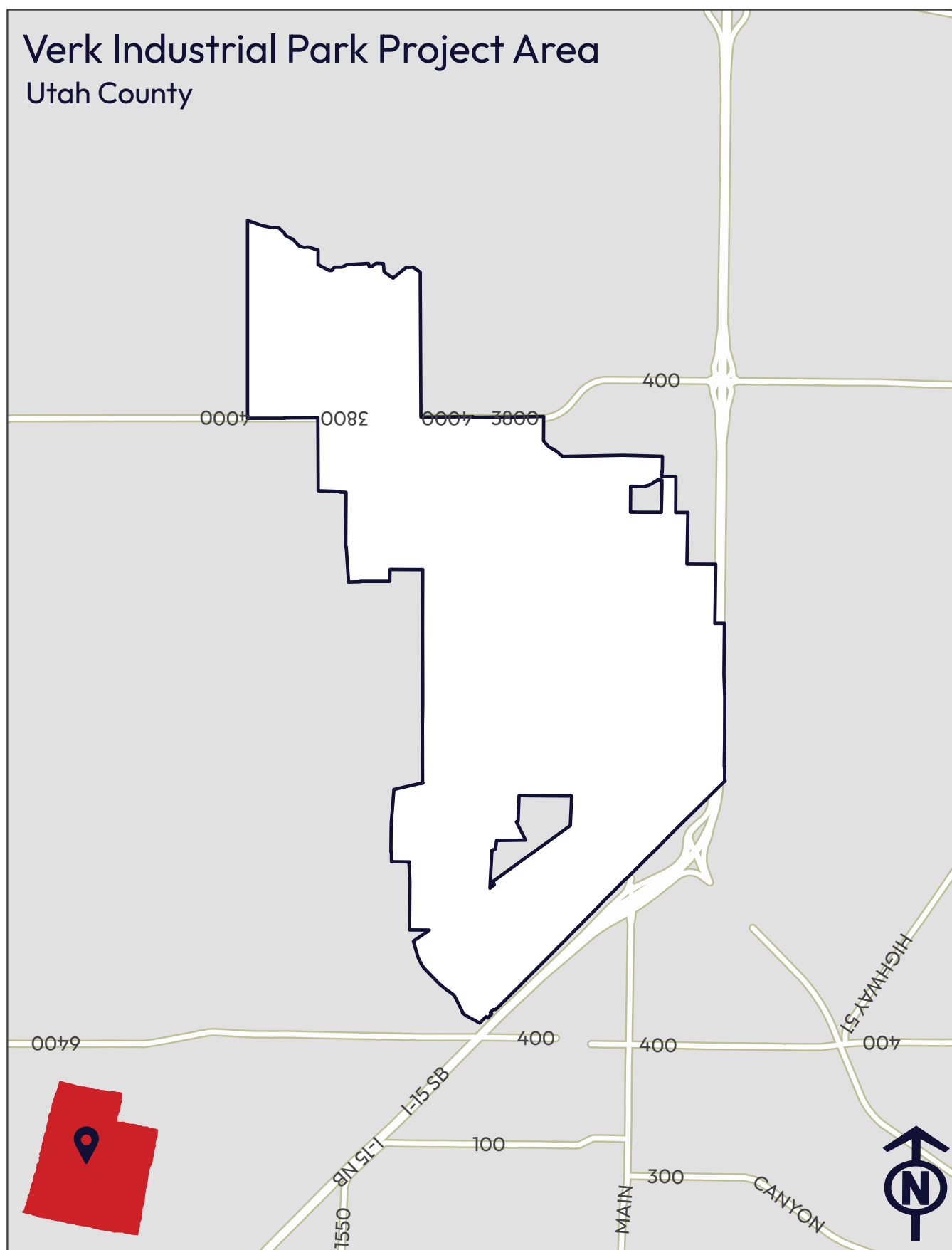


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Learn more about
the project area







WEST WEBER

The West Weber Project area is a 9,000 acre area in unincorporated Weber County that has been zoned and master planned for industrial development. The area has a UP main line running through the south end of the zone as well as a future West Davis Corridor extension that will intersect. With Davis and Weber Counties primary industrial developments building out, regional stakeholders see West Weber as the future of industrial development in the area.

2025 has been a continuation of the work and preparation the county and their stakeholders have been engaged

in since the creation of their West Weber General Plan in 2022. 2025 has seen significant inroads toward key infrastructure build out and future financing demands for needed upgrades. The Promontory Commerce Center kicked off a critical wastewater conveyance system and lift station in 2025 which will open up hundreds of acres of industrial development as well as over 1000 new units of housing. Thanks to an AIB loan of \$5 million dollars and a \$5 million dollar ARPA grant and an infusion of capital from the developer the infrastructure construction has finally begun.

Milestones:

Resolutions: The Weber County Commission passed a resolution on September 12, 2023, which approved 342 acres for a project area. The County Commission then agreed to amend that resolution on December 18, 2023. On January 2, 2024, the Weber County Commission passed a resolution which amended the proposed boundary adding an additional 8,658 acres bringing the total acreage of the project area to 9,000 acres.

Initial Presentation: West Weber Project Area Plan and Budget Draft was presented to the UIPA Board on January 10, 2024.

Board Approval: West Weber Project Area Plan and Budget was approved by the UIPA Board on May 20, 2024.

Key Successes in the Past Year:

The West Weber Project Area is advancing rapidly through key infrastructure funding and the establishment of innovative financing mechanisms to support long-term development.

The Utah Inland Port Authority (UIPA) approved \$5 million from the Authority Infrastructure Bank (AIB) to fund critical infrastructure buildouts at the Promontory Commerce Center, enabling the development of essential utilities,

transportation connections, and site improvements that will prepare the area for new business investment.

In coordination with county leadership, Weber County allocated an additional \$5 million in American Rescue Plan Act (ARPA) grant funding to support the construction of a new sewer line and lift station serving the Promontory Commerce Center. These improvements are vital to supporting industrial growth, enhancing service capacity,



On May 20, 2024, during a public board meeting, the UIPA board approved the creation of the West Weber Project Area and adopted the Project Area plan.

and improving regional resilience.

To further advance infrastructure development, UIPA worked with local partners to establish the West Weber Public Infrastructure District (PID)—a critical financing tool designed to fund infrastructure for the Little Mountain Zone. The PID provides a sustainable model for delivering roads, utilities, and other key systems needed to attract employers and facilitate growth in the area.

Together, these milestones represent a major step forward in positioning West Weber as a center for strategic industrial investment and infrastructure-driven economic expansion in northern Utah.

Businesses in Project Area

- Westinghouse Electric
- Silverline Finishings

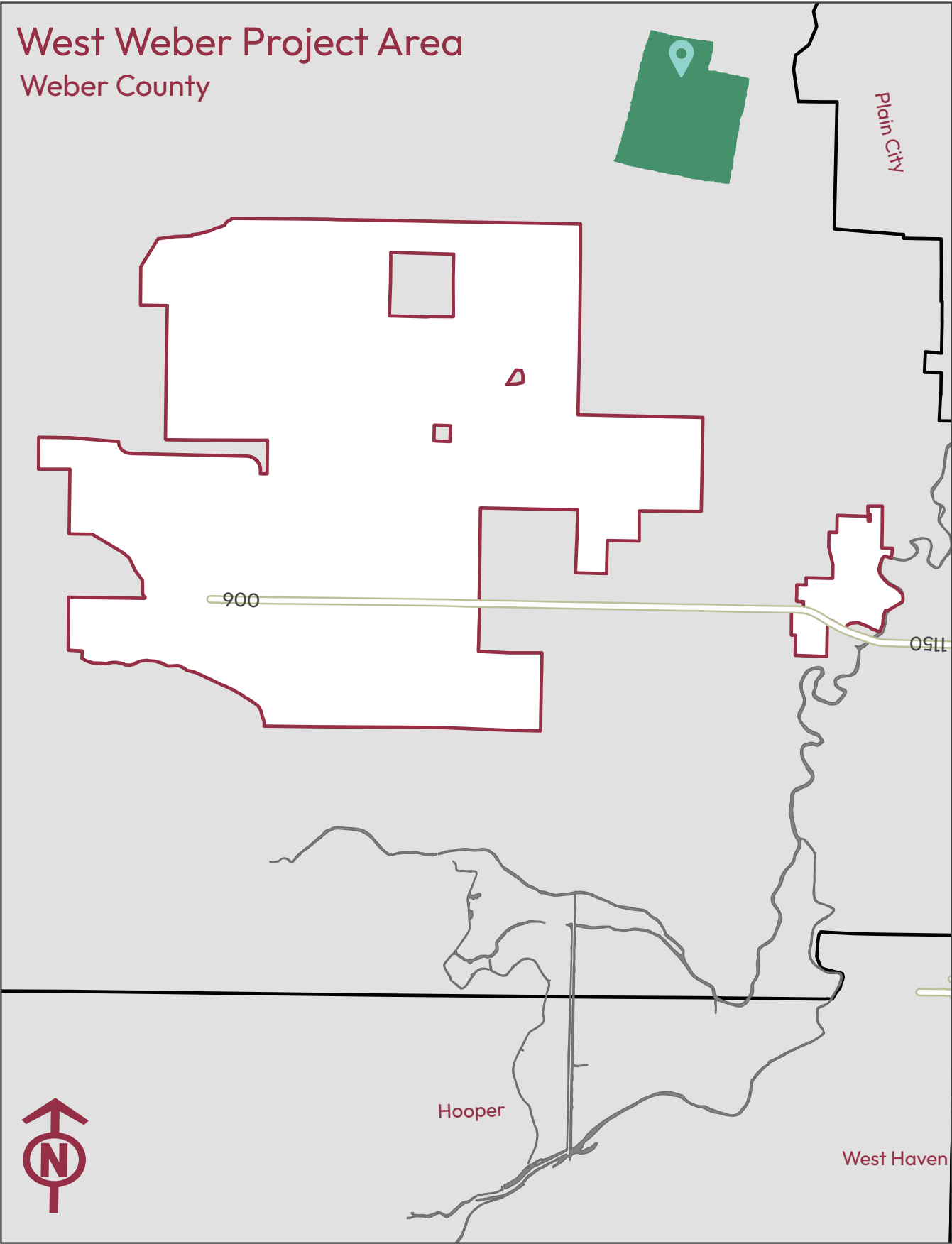


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the project area





Funding Sources and Uses

FY2025: July 1, 2024 to June 30, 2025

UIPA received the following sources of funding for fiscal year 2025:

- The Authority received \$31.7 million in property tax differential for the jurisdictional area in Salt Lake County. The Authority also received \$1.4 million in property tax differential for the jurisdictional area in Spanish Fork, of which \$1.2 million will be passed onto Verk Industrial Regional Public Infrastructure District. Differential for other project areas throughout the state will begin in later years.
- The Legislature appropriated \$3.2 million ongoing to fund operations of the Authority.
- Interest income, primarily on bond proceeds, was \$9.2 million.
- Sales tax revenues collected in the jurisdictional area were \$1.5 million, of which \$600,000 was passed on to municipalities.
- The Authority subleased property in the jurisdictional area for approximately \$368,000.
- The Authority received \$22,000 and \$10,000 from the EPA Clean Ports Program and FRA RAISE Grant Program, respectively.

Funding received from these sources were used primarily as described below:

- Operations expenditures, primarily consisting of personnel and professional services, totaled \$6.5 million.
- Infrastructure funding was used for leases and improvements in the jurisdictional area. Expenditures included purchasing the north temple landfill for \$26 million, landfill remediation cost for \$2.2 million, and land and building leases for \$3 million.
- From the tax differential received, the Authority paid \$2.8 million to Salt Lake City for affordable housing as prescribed in Utah Code 11-58-601(6)(b), \$432,000 was paid out based on the interlocal cooperation agreement with Salt Lake City Corporation and the Redevelopment Agency of Salt Lake City. Additionally, \$4.2 million of the remaining funding was used to pay the interest on the bond, with the final \$341,000 of bond interest expense covered by interest earnings.
- The Authority awarded a grant of \$2.5 million to the Utah Department of Natural Resources Division of Wildlife Resources to support the Great Salt Lake Shoreline Preservation.
- The Authority paid \$21,000 and \$10,000 for the EPA Clean Ports Program and FRA RAISE Grant Program, respectively.



Ariane Gibson

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Learn more about
our financial services



Environmental Sustainability

The UIPA supports driving solutions that are focused on improving air quality in impacted nonattainment areas, buffering sensitive habitats critical to the Great Salt Lake ecosystem, and responsibly managing precious natural resources throughout the State of Utah. As stewards of the environments we operate in and the communities we serve, our goal is to improve quality of life and health throughout our project areas and in the environmental mitigation efforts we are actively working to implement.

This section of our annual report highlights key milestones we've reached to progress these efforts, bringing positive impacts to both human and ecological health.

Clean Ports Program Climate And Air Quality Planning: Salt Lake Inland Port Clean Air Plan

On February 28, 2024, the Environmental Protection Agency (EPA) announced the Clean Ports Program (CPP) grant competitions, making \$3 billion in funding available from the Inflation Reduction Act to fund zero-emission (ZE) port equipment and infrastructure, as well as climate and air quality planning (CAQP) at U.S. ports.

The UIPA collaborated with the Utah Division of Air Quality (UDAQ) to submit two CPP applications for the State of Utah. UIPA led the Climate and Air Quality Planning Competition application, while UDAQ led the Zero-Emission Technology Deployment (ZETD) Competition application, jointly requesting a total of just over \$150 million dollars. The EPA notified selectees in October 2024 and awarded the grants in December 2024. The State of Utah was awarded both a CAQP and a ZETD grant: UIPA received just under \$2.4 million, while UDAQ received \$110 million.

Together, these funds will support CAQP activities and the deployment of ZE port equipment and technology at the Salt Lake City Intermodal Terminal (SLCIT). This facility is owned by Union Pacific, a vital partner in the program. Proposed activities include:

CAQP Grant:

- Developing a baseline emissions inventory for vehicles and equipment operating at the SLCIT;
- Assessing diesel emissions reduction strategies and developing reliable estimates for equipment replacement reference case scenarios of 0%, 25%, 50%, 75%, and 100%;
- Launching a formal process to get input from near-port communities and other key stakeholders on CAQP activities;
- Engaging SLCIT workers on CAQP activities;
 - Analyzing ZE workforce impacts;
- Preparing and publishing documents summarizing results of CAQP activities;

ZETD Grant

- Incentivizing the purchase of ZE Class 8 trucks, including to replace existing diesel Class 8 trucks
- Incentivizing the purchase of ZE Class 5-7 trucks, including to replace existing diesel Class 5-7 trucks
- Incentivizing the purchase of a ZE switcher locomotive to replace the existing diesel switcher locomotive
- Incentivizing the purchase of ZE cargo handling equipment (terminal tractors, forklifts, reach stackers), including to replace existing ZE cargo handling equipment
- Incentivizing the installation of electric vehicle (EV) charging equipment;
- Incentivizing the installation of a solar microgrid system;
- Engaging communities to ensure meaningful participation with respect to design, planning, and performance of the project; and
- Planning for safety, operations, protocol development and workforce training.

MILESTONES ACHIEVED: CAQP GRANT

Emissions Inventory

The UIPA has developed a Quality Assurance Project Plan (QAPP), which is a document required for the federal EPA funding received for this project. This document outlines quality assurance and control procedures, including project organization, environmental information operations, data management, assessments, and tasks. The QAPP has been submitted to the EPA and is awaiting approval signatures. Additionally, the UIPA has created a Request for Proposals (RFP) for the Emissions Inventory and Emission Reduction Strategy Analysis, as well as a vendor list of potential contractors that could conduct these analyses. This RFP has been approved by State Procurement. UIPA staff also conducted preliminary analyses on a published emissions data set to help determine the most effective assessment and visualization plan for the emissions data that will be collected from the SCLIT. Finally, UIPA's semi-annual Clean Ports progress report was submitted to the EPA on August 29th, 2025.

Workforce Planning

The UIPA has drafted an RFP for a Workforce Impact Analysis to analyze and mitigate the workforce-related impacts, benefits, and opportunities generated by the introduction of ZE vehicles and equipment to the SLCIT. The UIPA is coordinating with UDAQ and other entities to ensure that the Workforce Impact Analysis supports existing and planned workforce development activities, including workforce training activities included in the ZETD grant.

Community Engagement

The UIPA has opened applications for the Near-Port Community Steering Committee and is currently sharing this opportunity through in-person and online

communications channels. This will be a committee of up to 20 residents of Salt Lake City's Westside neighborhoods that will provide input and feedback on Clean Ports grant activities, and also have the opportunity to learn about air quality, electrification, and clean energy.

The Clean Ports team has also established other communications and engagement activities, including a Clean Ports Program website page with ongoing updates, a bimonthly newsletter, and an online public feedback form. Additionally, Clean Ports staff tabled at nine events, alongside both UIPA and UDAQ staff, during the months of July through October. During this same period, Clean Ports staff also met with and presented to 15 stakeholder and organizational groups active on the Westside, including multiple Westside Community Councils.

NEXT STEPS:

Emissions Inventory

The Emissions Inventory RFP will be uploaded to the State of Utah online solicitation portal (Bonfire) once the QAPP has been officially approved. The vendor list will also be sent to State Procurement at this stage. The CPP staff will also continue to refine the emissions data management and emissions reduction strategy plans. After the review process, the Authority will hire a contractor to create the baseline emissions inventory and craft emissions reduction strategies based on the data collected.

Workforce Planning

Once all revisions have been finalized, the Workforce Impact Analysis RFP will be uploaded to the State of Utah online solicitation portal (Bonfire) and the vendor list sent to State Procurement. After the review process, the UIPA will hire a contractor to conduct the Workforce Impact Analysis.

Community Engagement

The first Near-Port Steering Committee meeting will likely be held in early 2026. Clean Ports staff are also exploring other opportunities for Westside residents and the broader public to stay informed and offer feedback. These opportunities may include open houses, tabling at additional community events, and youth-focused engagement.

Wetlands Policy

In November of 2023, the UIPA's board approved its Wetlands Policy, designating tax differential funds towards wetland mitigation projects in project areas containing wetlands near Great Salt Lake and Utah Lake. This policy was amended and approved in December of 2024 to define wetlands as:

"areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for

life in saturated soil conditions, or in the case of playas, hydrologic soil indicators such as cracked soil and salt crust. In the intermountain west, wetlands typically consist of fresh and saltwater marsh, wet meadows, playas, and mudflats."

This definition of wetlands captures unique wetlands in Utah such as playas and ephemeral wetlands that may not meet the federal definition for a designated water of the United States.

Landowners within UIPA project areas that have wetlands present on their properties may be eligible for UIPA incentives if:

- their projects avoid impacting the wetlands on their property,
- enhance or restore existing wetlands on or near their property,
- establish new wetlands on or near their property, or
- permanently preserve existing wetlands on or near their property at the benefit of the surrounding environment.

Upon approval of UIPA's Board, tax differential funds designated towards wetland mitigation may be used for the following types of activities beyond what is required by Federal and State regulations:

- water purchases
- land easements for natural buffer zones
- wetland characterization
- wetland mitigation methods identified by the EPA and the Army Corps

Per this policy, wetland mitigation projects should be prioritized if:

- the project mitigates wetlands that are part of a larger wetland complex;
- the project mitigates wetlands with a designated beneficial use category for wetlands;
- the project partners with the GSL Watershed Enhancement Trust;
- the project is located adjacent to or within 600 feet of a wildlife/waterfowl management area or a national refuge; or
- the project creates (a) natural, ecologically meaningful buffer zone(s) between wetland complexes and development areas.

We are currently working to solidify a process to document, evaluate, award funding, and monitor progress for eligible wetland mitigation projects and will have a procedure forthcoming.

Continued Partnerships Focused on Connection

Sustainable growth in UIPA project areas and across Utah relies on the crucial support of our partners. Our success is a direct result of collaborative efforts with numerous organizations, throughout government on federal, state, and local levels, non-profit and non-government organizations, private entities, and community leaders. Our success would be made possible with the help of, but certainly not limited to:



In November 2024, the Utah Inland Port Authority (UIPA) and the Utah Department of Environmental Quality (DEQ) celebrated the recent anticipated award of \$112.4 million through the Environmental Protection Agency's (EPA) Clean Ports Program.

- Utah Department of Environmental Quality
- Division of Air Quality
- Division of Water Quality
- Division of Environmental Response and Remediation
- Utah Department of Natural Resources
- Division of Wildlife Resources
- Utah Geological Survey
- Utah State Historic Preservation Office
- Public Lands Policy Coordinating Office
- Utah Clean Air
- Utah Clean Cities
- Utah Clean Energy
- Advancing Sustainability through Powered Infrastructure for Roadway Electrification (ASPIRE)
- Institute for Land, Water, and Air
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- Union Pacific, Stadler Rail, Patriot Rail, and Savage
- Great Salt Lake Watershed Enhancement Trust
- Local government officials and business partners throughout UIPA project areas

To learn more about the ongoing sustainability efforts we are working on in partnership with key stakeholders, feel free to check out our website, or reach out to me directly.



Mona Smith

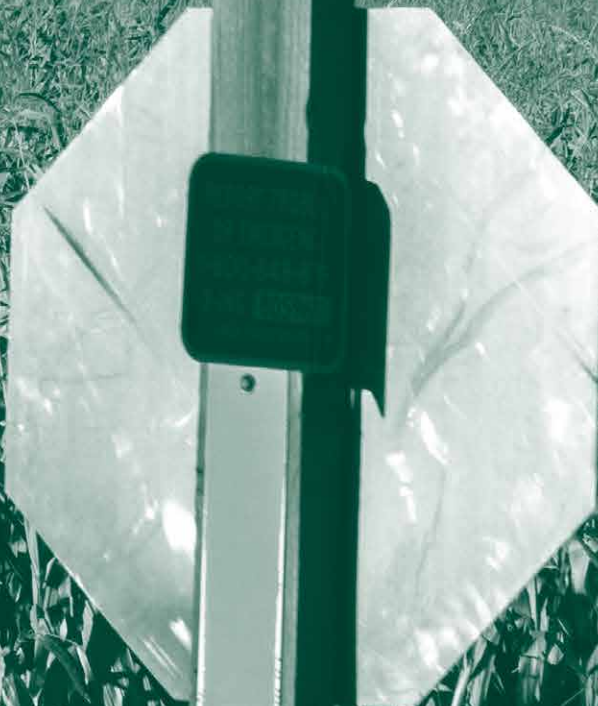
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Learn more about
the sustainability



RAILROAD CROSSING



Compliance

Compliance and Ethics:

Our compliance program, initiatives, and activities are directly aligned to our statute, mission, vision, and values.

Risk Assessment:

We regularly assess operational (e.g. financial, information technology, human resources, third party risks) strategic (e.g. external and reputational risks), and legal & compliance risks. This risk assessment involves a dynamic and iterative process for identifying and assessing risk to the achievement of UIPA's objectives.

Internal Controls:

We have implemented controls to mitigate our assessed risks. Some of these controls include our board approved policies, which are by our board reviewed annually in our public board meetings. Other controls include the creation, maintenance, and adherence to internal policies and procedures.

Board Policies

The UIPA has multiple financial, governance, statutory and environmental policies to ensure compliance, oversight, and consistency with statutory obligations and best practices.

These policies include: Open & Public Meetings, Communications & Media, Project Area and Property Tax Differential, Board Policy Review, Procurement, Whistleblower, Internal Control Program, Records Retention, Personnel, Segregation of Duties, AIB, Board Governance, Code of Conduct, PID, and Wetlands.

Internal Policies

In addition to board-approved policies, UIPA has implemented policies that cover building access, contracts & legal agreements, personal reimbursement, purchasing cards, technology purchase & use, travel, and tuition reimbursement.

Training

Employees receive annual training on ethics/code of conduct and fire safety & evacuation. Additional training includes security awareness, defensive driving, and respect in the workplace. Supervisors must also complete performance management training. Each November, UIPA celebrates Compliance Week and includes additional training and compliance engagement exercises.

PIDs:

The following Public Infrastructure Districts were approved for creation by the UIPA Board in the last fiscal year:

- BZI Innovation Park No. 1 in the Iron Springs project area
- NWQ Public Infrastructure District in the Northwest Quadrant project area.

The UIPA Board also approved the following PIDs in prior years:

- UIPA Crossroads in the Northwest Quadrant project area
- TV in the Tooele Valley project area
- Verk Industrial Regional in the Verk project area

The UIPA Crossroads Public Infrastructure District is a subsidiary of the Utah Inland Port Authority. All other PIDs are independent entities of the Utah Inland Port Authority.

Each approved PID is required to undergo an application and public approval process that results in a governing document and district board.

These PID district boards have added transparency requirements for public meetings, budgets, annual audits, and reporting. UIPA staff work with PID applicants and approved PIDs to check for compliance.



Amy Brown Coffin
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Transparency & Public Engagement

The Utah Inland Port Authority's Marketing and Communications team had an active year centered on transparency, public engagement, and legislative collaboration. Over the past year, the team published more than 80 articles on the UIPA website, supported more than 50 events, issued 21 press releases, and distributed a monthly newsletter — all designed to keep the public informed and engaged with UIPA's work.

Key events included the groundbreaking at the North Temple Landfill, the launch of the new BNSF rail line, UIPA Day on the Hill at the Capitol, the One Utah Summit, and a series of open houses introducing the statewide logistics strategy.

The team also expanded UIPA's media resource library with new drone footage of every project area and developed targeted communications campaigns for three newly established project areas. Each effort included tailored press releases, social media outreach, and stakeholder engagement.

In addition to leading legislative affairs, the team worked closely with both the Business Development and Logistics teams on recruitment strategies — producing RFI materials, presentations, and partner outreach tools that support UIPA's statewide economic mission. They also coordinated event sponsorships and public appearances, including support for the One Utah Summit.

The team further managed constituent services and responded efficiently to GRAMA requests, reinforcing UIPA's commitment to transparency, collaboration, and responsive communication.



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We are leading the charge
in developing forward-
thinking, sustainable
logistics solutions that not
only spur economic growth
but also significantly
enhance the quality of life
for Utahns.

—Ben Hart,
UIPA , Executive Director